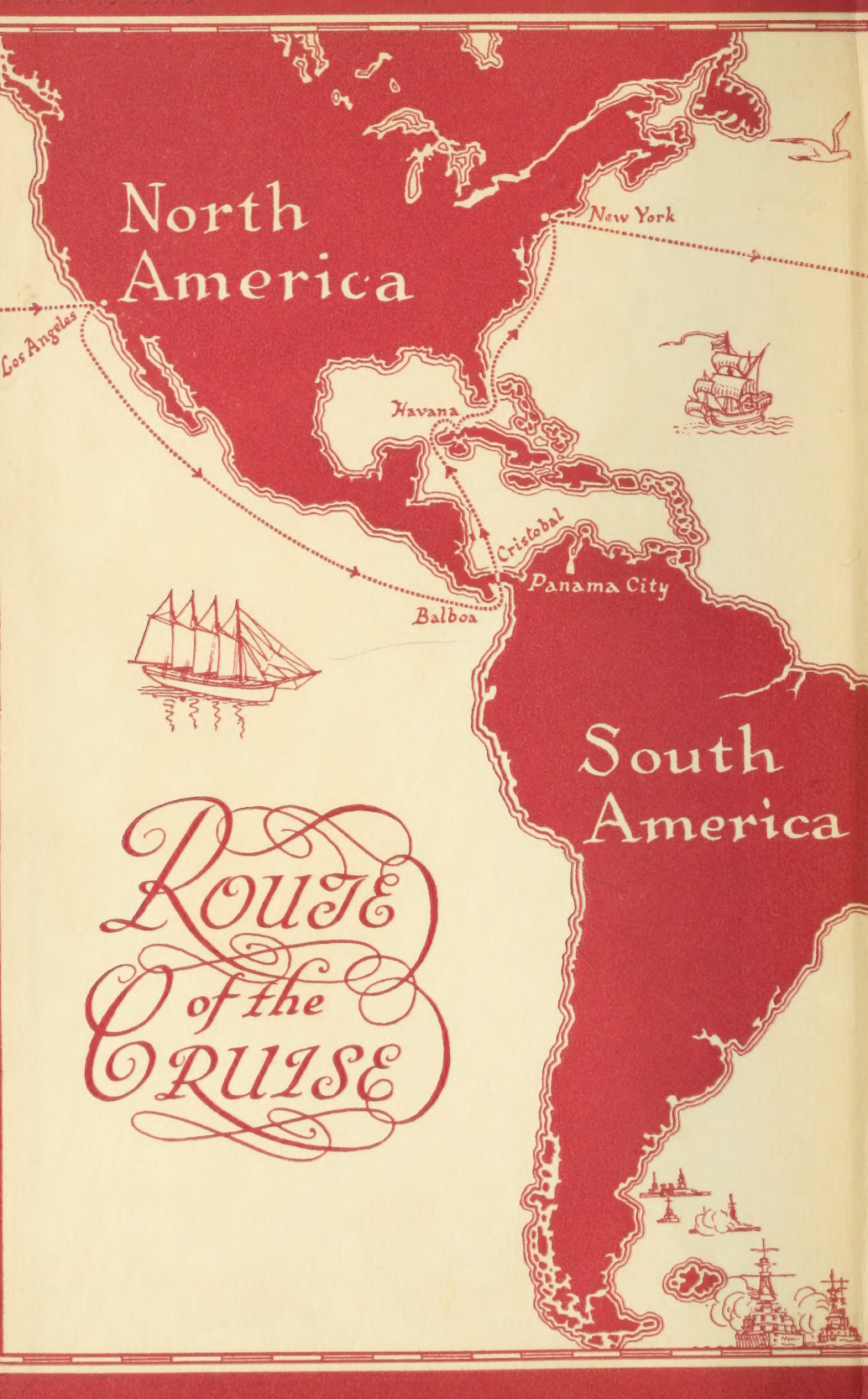
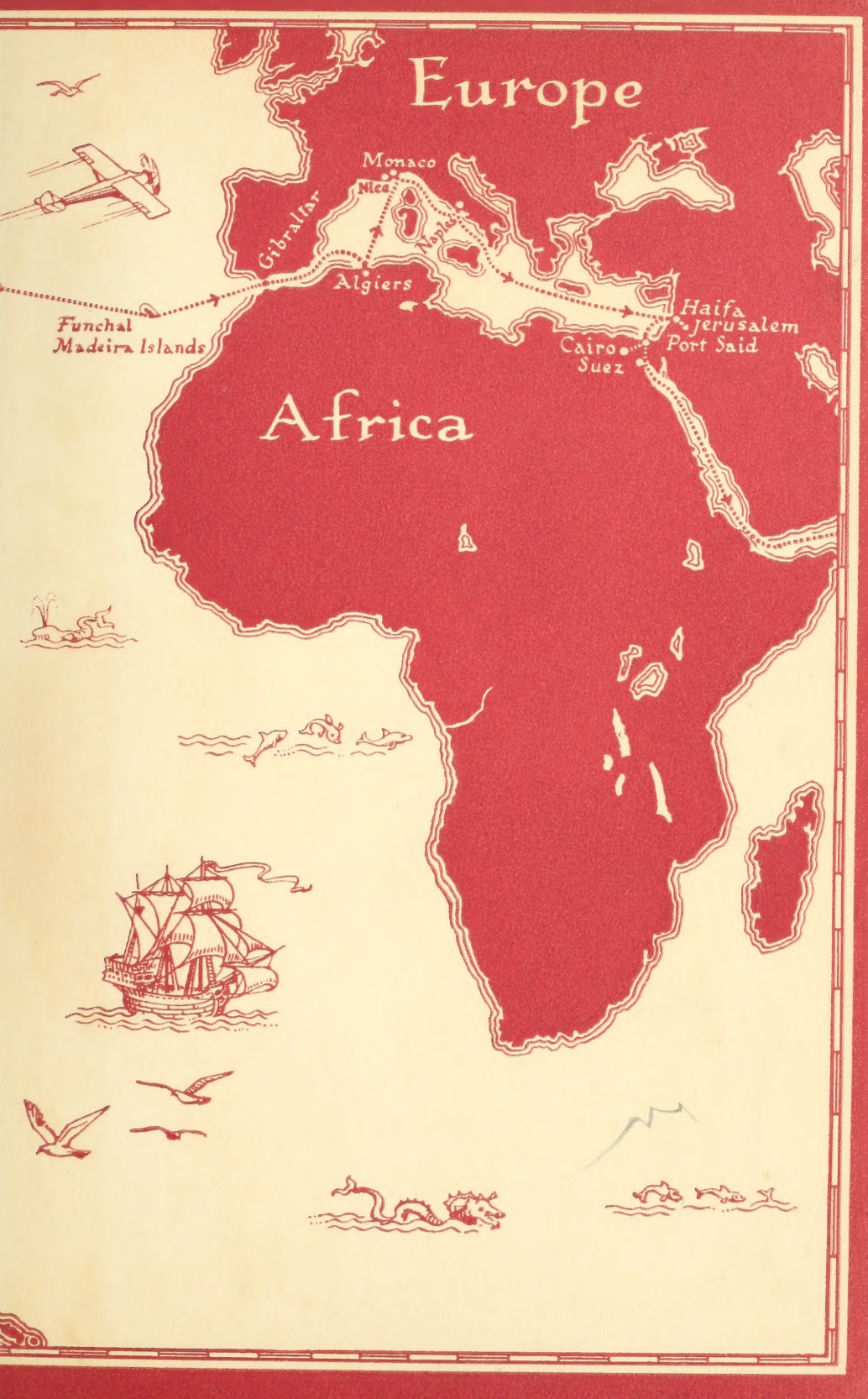
THE SUPREME
TRAVEL ADVENTURE
AROUND THE WORLD
IN THE
"FRANCONIA"
1930


North America
New York
Los Angeles
Havana
Cristobal
Panama City
Balboa
South America
Route of the Cruise


Europe
Monaco
Nice
Gibraltar
Naples
Algiers
Funchal
Madeira Islands
Haifa
Jerusalem
Port Said
Cairo
Suez
Africa

THE SUPREME
TRAVEL ADVENTURE

AROUND THE WORLD IN THE
"FRANCONIA"
1930

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Thos. Cook & Son.

PRESS OF THE KALKHOFF COMPANY
NEW YORK
Printed in U.S.A.

Matthew A Panosia
1042-90th Street
Niagara Falls New York
14304

HONG KONG—Bright colored banners and gilded signboards lend a carnivalesque spirit to the native shopping streets of every big Chinese city.

THE SUPREME TRAVEL ADVENTURE

Around the World in the "Franconia"

1930

Sailing from New York January 11th

Returning May 29th

DIRECTION OF

CUNARD LINE *and*
THOS. COOK & SON

THE "FRANCONIA" World Cruise Guide Book is published with a view to giving you the salient features of the Cruise of 1930. While it is impossible to embody in a book of this size a complete guide for world travelers, we feel sure that the brief historical outline given herein and description of the outstanding characteristics of the various countries and cities you intend to visit will prove helpful in preparing you for a full enjoyment of the Cruise.

CUNARD LINE
and
THOS. COOK & SON

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CEYLON — "My Lord the Elephant" improvises his own shower bath. The temple elephants of the famous old city of Kandy are great favorites with foreign visitors. They are full of tricks and respond to every command of the keepers.

Around the World in 1930

THE FRANCONIA AGAIN SHOWS THE WAY

BECAUSE it offers a most complete and truly worth while plan of World-Travel—because it stands for that Super-Service which the Cunard Line and Thos. Cook & Son can provide, the "Franconia" Cruise is the choice of thoughtful persons.

Following in the main the route of the Cruise of 1929—an outstanding success in the annals of world cruising—the "Franconia" will add still more of novelty and glamour to her voyage of 1930. Remote harbors where the East India Merchantmen and adventurous trading schooners of long ago once dropped anchor—odd corners of the world unknown to present day globe trotters, will welcome our great Cruising Liner.

The "Franconia" will be the only cruise ship to sail around the eastern end of Java to the romantic old port of Pasuruan, making it possible for those on board to visit Bali, most charming and exotic of East Indian islands. This alone is an event that sets the "Franconia" Cruise apart as more imaginative, more alluring than others. Historic Malacca, is a new "Franconia" port in the Malay Straits—Amoy, oldest of the "Treaty Ports," is the latest addition in Chinese waters.

Burma, Siam and French Indo China are outstanding "Franconia" features—with visits to Rangoon, Bangkok and Saigon, the most important cities in these fascinating Far Eastern Lands.

Franconia Features

AGAIN the "Franconia" Cruise offers the all-inclusive travel plan in India, with an Inland Tour of more than two thousand miles—a journey embracing the most noteworthy places: Benares; Agra, city of the Taj Mahal; Fatehpur-Sikri and Delhi, the ancient and modern capital of the Indian Empire, all visited without additional cost to the passenger.

The program in China is no less complete—calls at Hongkong, Amoy, Shanghai and Chinwangtao with included inland trips to Canton in the South and Peking and the Great Wall in the North.

That the itinerary of the "Franconia" Cruise is planned with intelligent regard for the proper travel seasons in all countries goes without saying—Egypt at the height of the fashionable winter period; India when the weather is coolest; China in Springtime and Japan in Cherry Blossom Season, all are "Franconia" Cruise events as a matter of course.

Last year the "Franconia" blazed a new trail with her calls at Penang and Cap S. Jacques, an arrangement that made practical for the first time in the annals of world cruising, a great Overland Tour of the Federated Malay States, the Straits Settlements, Siam and Indo-China, bringing within the traveler's reach the marvelous temples of Angkor, hidden away in the vast jungles of Cambodia. This Overland Tour will again be a feature of the cruise.

To those who delight in new sensations in travel, the "Franconia" Cruise offers her now famous "Airplane Extension Tours" in the Near East—visits to Baghdad and the ruins of Babylon, the legendary Tower of Babel and the mysterious hidden city of Petra in Trans-Jordania. These are Exclusive Features characteristic of the progressive spirit of travel that makes the "Franconia" Cruise preeminent.

Membership in the "Franconia" Cruise is the soundest investment in travel for behind it stand the two great travel organizations of the world, whose experience, standing and resources are unlimited.

The Cruise Ship

THE reputation of the Cunard Line for service and absolute dependability has been established for more than three quarters of a Century. Cunarders hold the speed record of the Atlantic—Cunarders are the choice of the most exacting and experienced travelers.

The Cunard Line constructed the S. S. "Franconia" especially for World Cruising—she is replete in equipment for every latitude. When she leaves New York in January huge coal fires dance in the grates of her libraries—her "Punkah Louvre" system of ventilation transforms tropical nights into breeze-laden comfort.

The world traveler finds in the "Franconia" an intimacy associated with private yachts. To go on board after the excitement of a new port is to return to an established and luxurious home.

The "Franconia" sports space occupies some 5,000 square feet—there is a Pompeiian swimming pool, a gymnasium fitted with every indoor sporting apparatus and every kind of health equipment. The squash court is the envy of landlubber professionals. The card rooms and writing rooms have large windows which frame turquoise seas and approach white ports with an impartial artistry. The main lounge and the quaint old English Smoke Room have an air of informal luxury which is reminiscent of a rambling country house.

On both sides of the ship garden lounges spread out in the manner of a Riviera terrace. The floors of these lounges are transformed during the tea hours and after dinner into the most perfect dancing floors afloat.

The "Franconia" has two dining saloons which make it possible for all cruise passengers to be served at one sitting.

The staterooms are done with perfection of detail and a maximum of comfort. They are completely modern, with hot and cold running water and in most cases with private baths.

The food on the "Franconia" Cruise is prepared by master chefs and served with the distinction characteristic of Cunard Service, which has become the talk of the Atlantic.

World Cruise of the S. S. "Franconia"

Countries Visited	*Ports of Call and Places included in the Fares for the Cruise*	
NEW YORK	Sail January 11	
MADEIRA ISLANDS	Funchal	Jan. 19
	Terreiro da Lucta	
GIBRALTAR	Town of Gibraltar	Jan. 21
	Europa Point	
	Rosia Bay	
	Rock Galleries	
ALGERIA	Algiers	Jan. 22 and Jan. 23
	Kasbah	
	Mustapha Superieur	
PRINCIPALITY OF MONACO AND FRENCH RIVIERA	Monaco	Jan. 24 and Jan. 25
	Monte Carlo	
	Nice	
	Villefranche	
	La Turbie	
	Beaulieu	
	Mentone	
	Corniche Drives	
SOUTHERN ITALY	Naples	Jan. 27
	Posillipo	
	Pompeii	
THE HOLY LAND	Haifa	Jan. 31 to Feb. 2
	Jerusalem	
	Bethlehem	
	Gethsemane	
	Mount of Olives	
EGYPT	Port Said	Feb. 2 to Feb. 6
	Cairo	
	Old Cairo	
	Pyramids of Giza	
	The Sphinx	
	Suez (Port Tewfik)	
INDIA	Bombay	Feb. 14 to Feb. 22
	Island of Elephanta	
	Benares	
	Delhi	
	Nizam-ud-Din	
	Kutb Minar	
	Agra (The Taj Mahal)	
	Sikandra	
	Fatehpur-Sikri	
CEYLON	Colombo	Feb. 25 and Feb. 26
	Mt. Lavinia	
	Kandy	
	Peradeniya	
	Katugastota	
BURMA	Rangoon	Mar. 2
	Shwe-Dagon Pagoda	
	Sule Pagoda	
PRINCE OF WALES ISLAND	Penang	Mar. 5

Countries Visited	*Ports of Call and Places included in the Fares for the Cruise*	
STRAITS SETTLEMENTS AND MALAY STATES	Malacca	Mar. 6
	Singapore	Mar. 7
	Johore	
SIAM	Paknam	Mar. 10
	Bangkok	
FRENCH INDO-CHINA (COCHIN CHINA)	Cap S. Jacques	Mar. 13 and Mar. 14
	Saigon	
JAVA	Tandjong Priok	Mar. 18 to Mar. 21
	Batavia	
	Weltevreden	
	Buitenzorg	
	Pasuruan	
	Surabaya	
CELEBES (DUTCH EAST INDIES)	Macassar	Mar. 23
	Bantimoeroeng	
SULU ARCHIPELAGO	Zamboanga	Mar. 26
PHILIPPINES	Manila	Mar. 28
SOUTH CHINA	Hongkong	Mar. 31 to Apr. 3
	New Territory	
	Repulse Bay	
	Canton	
	Amoy	
ISLAND OF FORMOSA (TAIWAN)	Keelung	Apr. 4
	Taiho-Ku	
NORTH CHINA	Shanghai	Apr. 6 to Apr. 13
	Chinwangtao	
	Peking	
	Great Wall of China	
KOREA	Chemulpo	Apr. 15
	Seoul	
JAPAN	Inland Sea of Japan	Apr. 17 to Apr. 27
	Miyajima	
	Kobe	
	Kyoto	
	Nara	
	Yokohama	
	Kamakura	
	Mississippi Bay	
	Tokyo	
	Nikko	
HAWAIIAN ISLANDS	Honolulu	May 6 and May 7
	Waikiki	
	The Pali	
	Hilo	
	Kilauea Volcano	
CALIFORNIA	San Pedro	May 13
	Los Angeles	
PANAMA CANAL ZONE	Panama City	May 22
	Balboa	
	Ancon	
	Old Panama	
	Panama Canal	
CUBA	Havana	May 25
	Vedado	
	Marianao	
ARRIVE NEW YORK		May 29

How to Secure Membership in the Cruise

TO secure membership in the Cruise and reserve the stateroom accommodations selected, a deposit of $200 per berth is required at the time of booking. A second payment, which, including the original deposit, equals twenty-five per cent of the total fare, is payable on September 16th, 1929. The balance is payable not later than December 2nd, 1929.

The right is reserved to cancel accommodations for which payment is not made as above provided.

Reservations may be made through any office of the Cunard Line or Thos. Cook & Son or their authorized agents.

(For Office addresses of the Cunard Line and Thos. Cook & Son in America, see page 100.)

Fares

The fares for the Cruise as shown on the special cruise plan of the "Franconia" range from $2,000 upward. While stateroom berths at the minimum fare are necessarily limited in number, a wide range of excellent accommodations are available at a moderate figure.

Limited Cruise Membership

In order to insure comfort on board ship and during the visits ashore, and to eliminate crowding in landing arrangements as well as in sightseeing excursions, the membership of the Cruise will be strictly limited to 400 guests, only a small proportion of the number for which the "Franconia" can provide ample accommodation. Staterooms are arranged for one or two passengers only, unless three friends or a family party wish to share the same cabin. An unusually large number of spacious cabins have been reserved as single rooms; several of these have connecting private baths. We can also arrange private apartments with a number of connecting rooms with private baths, sitting rooms, and servants' rooms, to accommodate groups of friends.

Shore Arrangements

At every point visited we supply the best automobiles available, providing seven passenger cars for four persons wherever possible and avoiding uncomfortable crowding and hurry on the shore excursions. Luncheons and dinners are served at only the best hotels and restaurants, with special menus arranged for our guests. In every respect the travel service is the finest that can be provided.

Cruise Management

IN addition to the officers and personnel of the steamer, which are provided by the Cunard Line, the Cruise will be in charge of the Cruise Director and an adequate staff. This will include assistants for service on the steamer and ashore; a suitable staff for supervising entertainments and otherwise contributing to the enjoyment of the Cruise. No essential detail of successful Cruise management is overlooked.

The staff on board the "Franconia" will consist of experienced men who have made the World Cruise many times, and are thoroughly qualified to handle every detail of the undertaking. These gentlemen comprise an efficient force competent to transact any business contingent on the Cruise.

Lectures

Throughout the Cruise there will be a series of lectures dealing with the history, geography, peoples and customs of the countries visited, given by an experienced lecturer familiar with the subjects treated.

Travel-talks describing the cities and places of scenic interest included in the shore programs and illustrated with stereopticon slides will be given before arrival at the various ports.

From time to time Open Forums are held for general discussions by cruise members who care to participate.

Special Arrangements for Leaving the Cruise Ship at Los Angeles

Those who wish to leave the cruise ship at Los Angeles and proceed directly home by rail will receive an allowance of $125 on the total Cruise Fare, provided notice of the intention to leave the Cruise at Los Angeles is given on or before making the final payment for Membership.

Special Arrangements for Joining the Cruise at Mediterranean Ports

Passengers who wish to proceed first to Europe and join the "Franconia" Cruise at Gibraltar; Algiers; Monaco; Naples or Alexandria, may do so provided they give notice of this intention at the time of booking. Special arrangements will be made in such cases.

Ports of Call and Inland Tours

Madeira

THE "Franconia" sails from New York, following the picturesque Southern Route across the Atlantic . . . eight days at sea . . . getting acquainted . . . settling down to the delightful routine of life on board a great Cruise Ship . . . and then the thrill of the first foreign port . . .

Green slopes and behind these mountains, their tops half veiled in mist, rising abruptly from the sea; this is Madeira, our first view of land. In the foreground lies Funchal, a town of white, red-roofed houses, rising tier above tier and spreading out along the bay and back among the foothills.

As the "Franconia" slips into the smooth waters of the bay, a score of tiny boats put out from the shore and swarm about the great ship . . . flower vendors, laden with purple bougainvilleas, honeysuckle and azaleas, sellers of lace and wicker work.

Tradition has it that Madeira was discovered by Phoenician adventurers, but there is no record of a settlement on the island until after the first visit of the Portuguese in 1419.

In 1479, Christopher Columbus made his home in these islands, and it was here that he conceived the idea of sailing westward in search of the New World.

Although favored by one of the most delightfully equable climates in the world, progress, as we know it, has been slow in the Madeiras. One never rushes in Funchal; and the foreign visitor, falling beneath the spell of leisure and contentment that pervades the narrow streets and quaint little shops, is glad to explore the town in the popular native conveyance—a low wooden sledge drawn by sleek little brown bullocks. The embroidery, basket-work and inlaid laurel-wood displayed in the stores and markets offer a strong inducement to extended shopping tours, but it is the celebrated excursion up the Monte to Terreiro da Lucta that provides the chief thrill of the stay at Funchal.

A cog-wheel railway takes us up through farms and vineyards built in terraces on the steep hillsides . . . among forests of slender pine trees to the summit, where we see spread out below us the glorious panorama of Funchal, its tiny harbor with the cruise ship lying at anchor and the blue Atlantic stretching away on all sides to the horizon.

The descent is made in basket sleds that coast down over the cobbled roadway, guided by two fleet footed natives.

ALGIERS—The native dance hall with its strange music and swaying daughters of the desert always attracts its quota of foreign visitors.

© Publishers' Photo Service.

MONTE CARLO—The world famous Casino, throne hall of the Goddess of Chance. A great part of the profits of the gaming rooms of Monte Carlo go to support worthy charities and public works of the tiny principality of Monaco.

The Rock of Gibraltar

SAILING eastward from Madeira the "Franconia" proceeds to the gateway of the "Inland Sea."

As our cruise ship approaches the Straits a good view of both shores is obtained. On the European side is the old town of Tarifa, where the Moors built a fortress and used to levy toll on passing vessels, thus originating the term "Tariff." The Spanish coast is dotted by ancient watch towers, also built by the Moors and later used by the Spaniards to spy out invading forces coming over from Africa. On the African side we see the white houses of the Moroccan city of Tangier, built about the wide curve of a bay.

We round Tarifa and enter the Strait of Gibraltar, passing through the narrowest part, which is only about eight miles wide.

The rock of Gibraltar is two and a half miles long, honeycombed with natural caves and tunneled galleries, in which the chief armament of big guns is placed.

The town is built on the Atlantic side of the rock which slopes gradually down to the water, while the Mediterranean side is steep and inaccessible. Gibraltar is connected with the Spanish mainland by a narrow sandy isthmus recognized as neutral ground. The Southern tip of the rock, called Europa Point, is eleven and a half miles from the African Coast.

As early as the year 711 the rock assumed a military importance, when it was taken and fortified by the Moorish chieftain Tariq, and since that time it has been considered the key to the Mediterranean. During the war of the Spanish Succession, in 1704, it was besieged and captured by the combined forces of the British and Dutch, and the British flag hoisted to the eminence above the fortifications which it occupies today.

Our shore program at Gibraltar will include a drive around the picturesque little town; the attractive Alameda Gardens, Rosia Bay, Europa point and the lower Galleries of the great Rock.

The old Town of Gibraltar still preserves a touch of Moorish atmosphere in its architecture and narrow streets and presents an interesting variety of human types: British soldiers, Spaniards, natives of Genoese and Italian descent, Maltese, Moors, and numerous mixtures difficult to recognize.

Gibraltar, a free port since the days of good Queen Anne, is a splendid place for shopping. Its stores display goods from all parts of the world.

Algiers

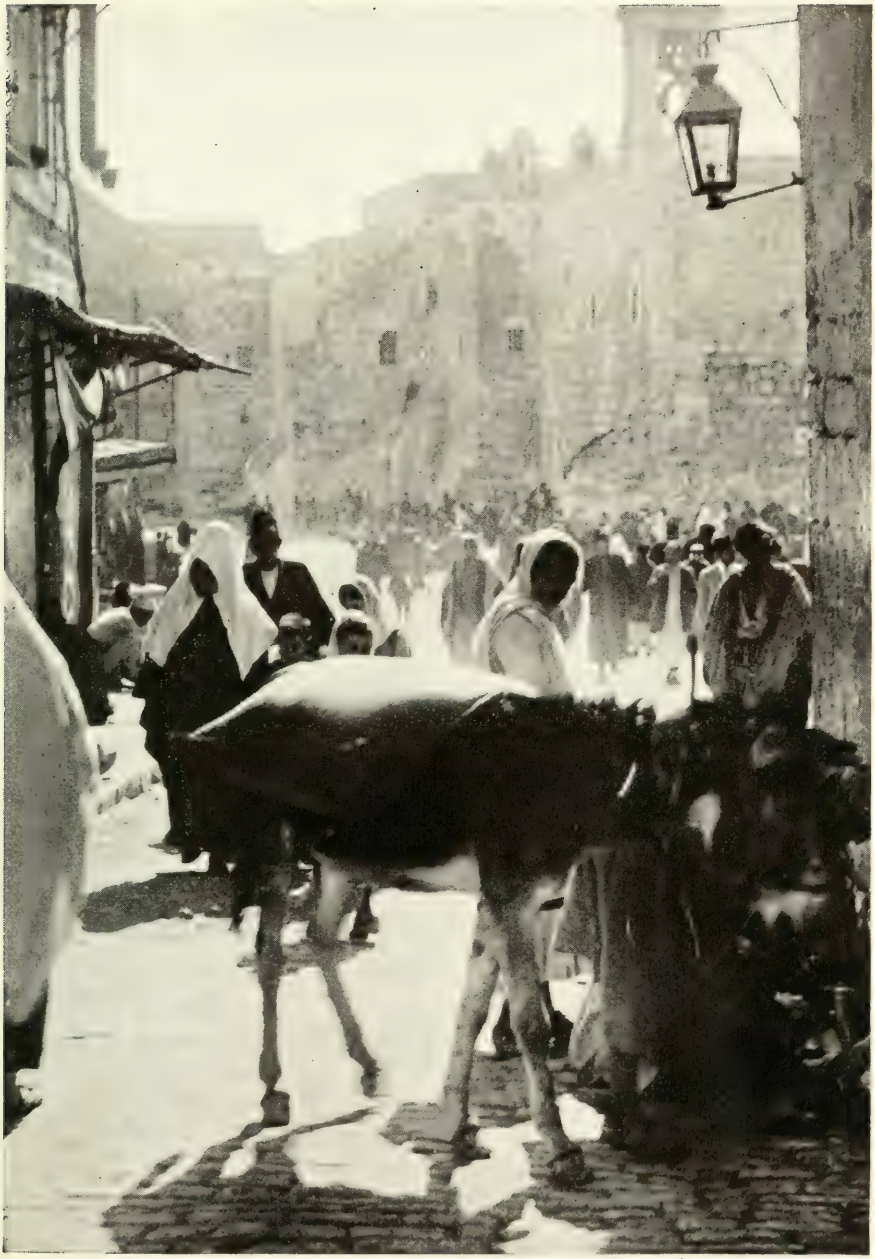
ALGIERS seen from the decks of the "Franconia" is a sight not soon to be forgotten.

In the foreground are the quays and the wide boulevards bordered by tall modern buildings; behind and beyond these in a series of terraces rise the plain façades of square Moorish houses, whose outlines diminish into a mound of dazzling white stone, with here and there a pinnacle formed by a slender minaret or tower. On the summit, five hundred feet above the sea, the Kasbah, ancient citadel of the Deys, dominates the scene. Surrounding the city are hills, dense with green foliage, and far away the snowy peaks of the Atlas mountains are visible. "Algiers is a diamond set in emeralds," say the Arabs.

The "Franconia" is due to arrive at Algiers on Wednesday afternoon, January 22nd, during the fashionable winter season when the city is filled with visitors from all parts of the world, and a promenade along one of the city's main boulevards reveals cosmopolitan Algiers at its best. Here will be found an endless arcade of shops displaying the wealth of the Orient: embroideries, fabrics of silk and wool, objects of art in brass, silver and coral, inlaid wood, mother-of-pearl and ivory trinkets and curios, embossed leather and heavily set jewelry; and to and fro in search of this or that pass Monsieur and Madame from Paris, my Lord and Lady from London, Americans, perhaps from New York or San Francisco, mingling with the gaily clad local citizenry in a colorful pot-pourri of races.

An interesting evening too may be spent on shore visiting the gay cafes of this colorful city and the public squares where a band plays in the evenings and lively crowds gather for coffee and cognac and gossip in the open.

On the morning following our arrival we drive to the principal places of historical and scenic interest; the Arab Quarter, the Old Kasbah, with its famous throne hall, where the episode of the Fan took place, and the dungeons where Christian captives were imprisoned by the Pirate Kings. This old citadel and the little square nearby where native story tellers and musicians perform for the crowds on market days, are both suggestive of the days of old when the Barbary Coast was the domain of the corsairs.



© Publishers' Photo Service.

BETHLEHEM—An animated scene in the market place of the City of David, the birthplace of the Savior. Bethlehem is only about six miles distant from Jerusalem and is visited during the stay at the Holy City.

© Publishers' Photo Service.

EGYPT—A member of the native camel corps anchors his desert ship beneath the towering palms. These hardy desert police do splendid service in preserving the peace in the more remote places of Ancient Egypt.

The French Riviera

THE famous cliff of Monaco, with its picturesque old town built upon the summit, is thrust out into the sea about nine miles east of Nice, while the new town of magnificent hotels and villas spreads out along the shores of the bay to and beyond the Casino of Monte Carlo. Behind the town are innumerable orange groves and luxuriant terraced gardens, and above these rise the rugged mountains, Tête de Chien and Mont de la Justice. No more lovely spot than this could be imagined! "A gem, basking, glowing in the sunlight."

The state of Monaco, comprising some six square miles of land, is one of Europe's smallest principalities. This territory was supposedly first settled by the Phœnicians and later by the Greeks, who built a temple on the promontory of the rock.

Situated on the shores of the beautiful Baie des Anges, and sheltered from the north by the barrier of Maritime Alps, Nice can boast of a climate which is without equal anywhere in France. Here every winter fashionable crowds come to take part in the gay social life and enjoy the warm sun and balmy breezes of the Riviera. The city itself is made up of two quarters, the Old Town, with its narrow lanes and picturesque streets, and the new and modern Ville des Etrangers, a city of beautiful homes.

During our stay at Monaco automobiles will be provided for the beautiful drive, first to Mentone, a favorite resort of the Riviera; then on the splendid Corniche Road to the old Roman town of La Turbie and on to Nice. This great Corniche highway, formerly a mule path, was chiseled out of the mountainsides for Napoleon's armies, that they might turn the Alps and march into Italy. It is mainly a ledge cut out of the rocky faces of the mountains, running high above the sea. The cliffs slope precipitously down to the water, their dense green foliage contrasting pleasantly with the deep blue of the sea. Luncheon will be taken at the principal hotels of Nice, after which there will be ample time for sightseeing and shopping. The return drive takes us by the Lower Corniche Road to Villefranche, Beaulieu, and back to Monte Carlo. Evenings may be spent in the Casino or around the beautiful town of Monte Carlo. Throughout the visit a convenient tender service will be maintained between the "Franconia" and the shore, with automobiles to take us to the Casino, and admission cards to the gaming rooms provided.

(For Optional Visit to Grasse, see page 85)

Naples

SAILING along the coast of Italy, passing the islands of Corsica and Sardinia, the "Franconia" moves southward to Naples. This great city disputes with Constantinople the claim of occupying the most beautiful site in Europe, and might also claim to be equally as picturesque as Stamboul itself. Originally settled by the ancient Greeks, the town grew and prospered under the Roman Empire and became a favorite pleasure and health resort of wealthy Romans, who were attracted by its delightfully mild winter climate. Nero made his first stage appearance in one of its theatres, and it was also a favorite residence of Virgil, Statius and many other classic poets and musicians.

Naples is now the largest city of Italy, with a population of nearly a million. The city, which fronts for about three miles on the bay and spreads inland over the hills, is divided into the higher and lower town.

In the lower town the streets are narrow, many built in the form of stairways, and the houses are high and crowded to the limit of their capacity, the overflow pouring out into the streets and market-places. In the doorways and open courts of this old section we see many trades and handicrafts being practiced in the open: tailors at their sewing; barbers; carvers of tortoise-shell ornaments, lava trinkets and coral beads; shoemakers; spaghetti kitchens; women at their washing, cooking and sewing. In the higher town there are fine streets and houses, hotels and villas, and in the distance rises the grey cone of Vesuvius, sending up a thin spiral of smoke which fades into the deep blue of the sky.

The ruins of Pompeii are situated about twelve miles from the city, and these, together with the splendid collections of the Naples Museum, supply our chief sources of information concerning Roman life and customs.

Pompeii was a popular Roman resort and in its heyday had a population of 30,000. The remains of its walls and Greek temple indicate its great antiquity. The great eruption of Vesuvius that finally destroyed the town took place in the year 79 A.D.

In Naples drives will be taken to the Villa Nazionale, situated at the water's edge; to the heights of Posillipo, up the busy Via Roma to the Museum, filled with Pompeian relics and the finest collection of bronzes in the world. A special train will leave the ship's side for Pompeii, where experienced guides will take our guests over both the old and new excavations.

(For Optional Visits to Amalfi and Sorrento and Vesuvius, see page 85)

The Holy Land

NESTLED among the palm and olive trees at the foot of Mount Carmel (the Mount of God) lies Haifa, a picturesque and thriving little Syrian port, built upon the site of the ancient Greek colony of Sycaminum. This is our port of call, whence a special train will proceed direct to Jerusalem, four hours distant.

Jerusalem

From the earliest times the goal of countless pilgrimages, Jerusalem has scarcely a foot of ground not connected with religious and historic associations. Christian, Jew and Mohammedan regard it with like veneration—the Holy City of three great religions.

A mere enumeration of the places to be visited would require much space and still fail to give an adequate conception of the interest of the sojourn at Jerusalem. Among the most worthwhile, however, are Mount Zion, with its excavations showing the ancient cities (the modern one being built on the same spot), the palace of Caiaphas, the Place of the Last Supper, the Wailing Place of the Jews, Solomon's Quarries, and the Tombs of the Kings. Of special interest for their intimate connection with the life and death of Christ are the Garden of Gethsemane, Calvary, the Church of the Holy Sepulchre and the Tomb of the Virgin.

Among the many other places to be visited are the Mosque of Omar, the site of the Temple, the Church of the Redeemer, the Russian Hospice, the American Church of St. James, and the Armenian Church. A visit to the Holy City makes real and vivid to us scenes of which we have read and heard since childhood.

Within the walls sightseeing is done of necessity on foot. Motors and carriages will be provided for drives to the more remote places.

From Jerusalem visits will be made to the little town of Bethlehem, six miles away, across the picturesque limestone hills that surround the Holy City, with optional tours to Jericho, the Dead Sea, and to the sacred river Jordan, with its famous ford, the bathing place of pilgrims, supposedly the scene of the Baptism and of the miraculous division of the waters by the cloak of Elijah.

Following the visit to Jerusalem we proceed by special train via El Kantara to Cairo.

(For Optional Overland Tour of Palestine and Airplane Tour to Baghdad, Ancient Babylon, Petra and other points, see pages 86 and 87)

Egypt

AND now comes Cairo, one of the cities of our dreams. Cairo in mid-winter—when "everyone who is anyone" is there. In its crowded streets we look upon a stream of humanity that has flowed uninterruptedly through all the changing dynasties—Turk and Copt, Arab and Armenian, Hindu and Sudanese, Jew and Italian and Greek, officials in red fezzes and street vendors in "nighties" of baby-blue and brilliant orange. Here and there, like a specter in black, glides the silent, shrouded woman of Egypt.

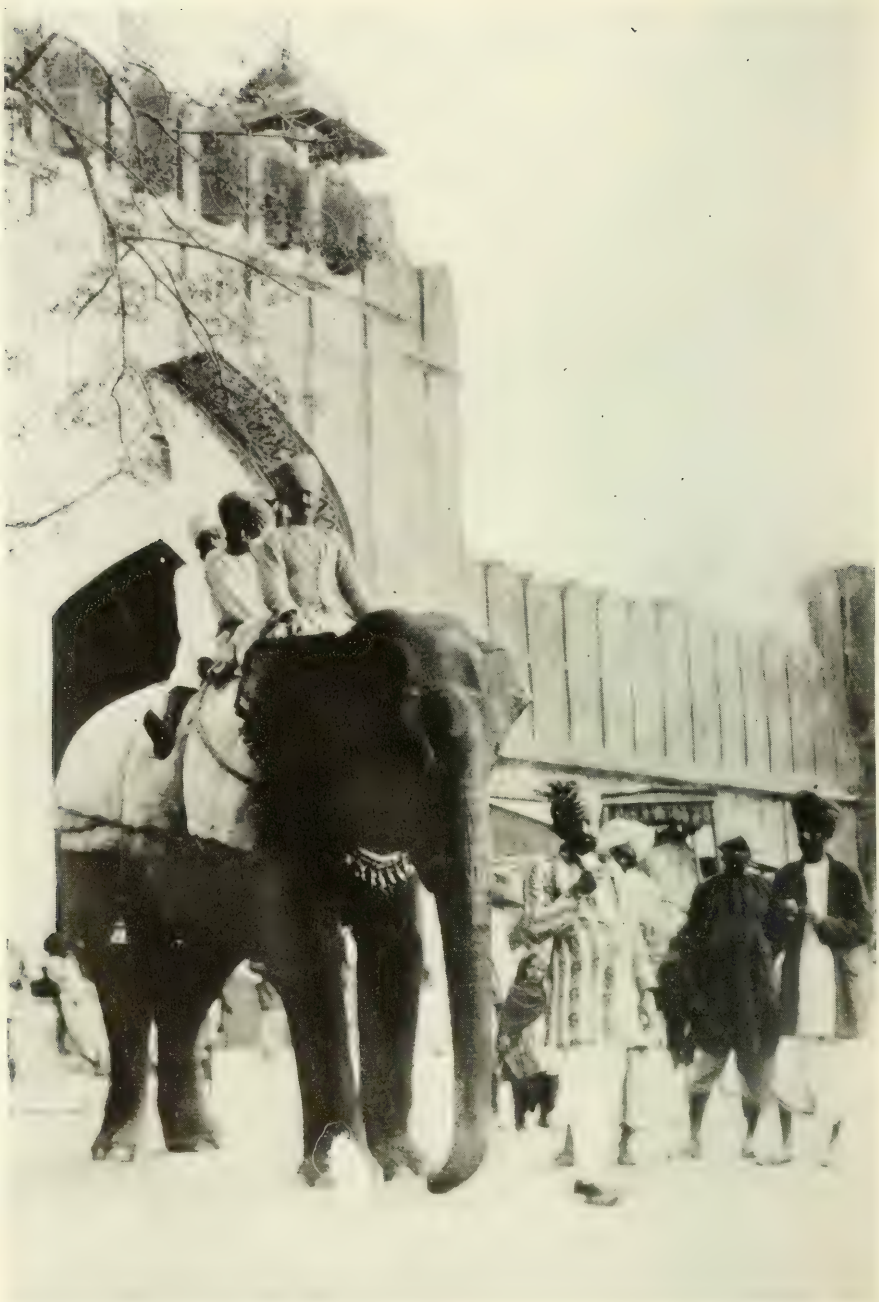
When Johar, commanding the army of the Fatimite Caliphs, conquered Egypt in 969 A.D., he built a barracks for his troops and residence for the Caliph on the banks of the Nile. At the hour when the walls were completed, the planet Mars, the "Kâhir" of the Arabs, crossed the meridian of the new town, which was therefore called El-Kâhira, the "Victorious." The old citadel, which dominates the vast city, was built by Saladin, the redoubtable foe of the Crusaders, and it was under his rule and that of his extravagant successors that Cairo attained her pre-eminence among the cities of Egypt.

There are over four hundred mosques in Cairo in various stages of preservation and of varying degrees of magnificence, embodying almost every style of Saracenic architecture and frequented by the devotees of numerous Mohammedan sects. Here we are truly in a Mussulman world, and each day will be reminded in a hundred different ways that "there is no might and no majesty save in Allah, the One and the Great."

The famous citadel of Saladin, occupying a ridge 250 feet above the city, contains the Khedive's palace, the mint, the barracks and the Mosque of Mehemet Ali, who overthrew the Mameluke rulers of Egypt in 1811. The courtyard is unchanged since the day its iron gates clanged shut and the Mamelukes found themselves trapped between forty-foot walls through whose loopholes the rifles of Mehemet's soldiers began the killing. Only one escaped the massacre. He is said to have leaped his horse over the parapet to the hill slope, sixty feet below.

Overlooking the scene of slaughter, Mehemet Ali built his magnificent mosque. With its stately proportions and graceful minarets it stands as one of the most beautiful buildings of its kind in existence.

LUXOR—The most fashionable of Egyptian winter resorts is built on the site of ancient Thebes, where the most magnificent temple ruins of the days of the Pharoahs rear their silent sandstone columns to the skies.



INDIA —A colorful gathering at the gateway of the city suggests that east is east. The lordly elephant still serves as a conveyance for the well-to-do, though the limousine now has its place in the Rajah's stables too.

Among the places visited in our comprehensive program of sightseeing in Cairo are the Mosque of Amr, the celebrated Nilometer, the Island of Rhoda and Coptic Churches, the Museum of Egyptian Antiquities, containing the finest of the relics of Tut-ankh-Amen's Tomb (the golden mummy case, jewels worth a king's ransom and other amazing objects of art), the Arabic Museum, the Khedivial Library, the Mousky Bazaars, El-Azhar University, the Citadel, the Mosques of Mehemet Ali and Sultan Hassan, the Tombs of the Mamelukes, the curious and fascinating streets of the native city and the avenues and parks of the modern section. And then, of course, the Pyramids and Sphinx . . . an event in the lifetime of every traveler. These ancient monsters rising in defiance of time on the edge of the great desert surrounded by a sea of sand are still among the marvels of the world. To gaze on them is to feel something of the mysterious charm of ancient Egypt.

Following the visit to Cairo we travel by special trains to Suez at the southern end of the Suez Canal, rejoin the "Franconia" and continue down the Red Sea.

Egypt and Palestine

Special Arrangement

Passengers who desire to omit Palestine may continue on the "Franconia" from Haifa to Port Said arriving on Saturday, February 1st. They will be provided with rail ticket from Port Said to Cairo and hotel accommodation and meals in Cairo for the extra time, and will join the regular included excursion on arrival of the main party on February 2nd.

Intimation must be given to us prior to departure from New York, if this special arrangement is desired.

(For Optional Tour Up the Nile, see page 87)

India

"Hark! at the Golden Palaces
The Brahmin strikes the hour.
For leagues and leagues around the brazen sound
Rolls through the stillness of departing day,
Like thunder far away."

THE "Gateway of India," as Bombay is called, lies on an island, facing the Arabian Sea on one side and one of the world's finest harbors on the other.

The beautiful Taj Mahal Hotel dominates the harbor front, and facing Back Bay is a great line of government buildings of imposing dignity. In the background rises Malabar Hill, terraced to the top with fine houses and villas of European residents and wealthy natives.

Bombay is the most enterprising, modern and prosperous of Indian cities, a fact which its citizens seem determined to advertise by the profuse display of silver ornaments worn by their women and the gay colors which they themselves affect. Pink turbans, green scarfs, scarlet stockings and purple robes, gold-embroidered, are among the most popular garments for everyday wear. Few cities can show a greater variety of racial types than Bombay. In addition to Mahrattas, the largest element of the population, there are Arabs, Afghans, Sikhs from northern India, Rajputs, Bengalis, Chinese, Japanese, Malays, Negroes, Tibetans, Singhalese, Siamese, and a great number of that peculiar Persian sect, the Parsees, who form a rich and influential merchant class, and may be readily distinguished by their costume.

The Parsees, who emigrated to India in the eighth century, after the conquest of their country by the Arabs, are followers of Zoroaster, and preserve a number of strange religious rites unlike those of any other people. A Parsee must be born on the ground floor of his house in order to begin life in proper humility, but, having worthily completed his days on earth, his body is placed on the Towers of Silence, open to the sky, and to the vultures that devour the remains of all good Parsees.

During our stay at Bombay there will be automobile drives through the most interesting sections of the city including the principal shopping centers and bazaars, to Malabar Hill, the fashionable residential district, the Parsee "Towers of Silence," the Hanging Gardens, Colaba, and also a trip by launches to the Island of Elephanta to view the famous Caves and Rock Temples. The Caves contain some very remarkable carvings and sculptures of the old Hindu Gods.

Snake charmers with their wailing flutes and fearsome hooded cobras gather to entertain the white sahibs and memsahibs from across the seas.

Photo by Publishers' Photo Service.

AGRA—The Taj Mahal is called "The most sublime and beautiful work of human hands." Here, beneath the ninety-nine names of God, sleeps the beloved wife of the Great Mogul Emperor Shah Jahan.

The Great Inland Tour

Bombay is the starting point for our great Inland Tour of India, which will be made by special trains throughout and include visits to Benares, Fatehpur-Sikri, Agra and Delhi. This magnificent inland journey is included in the fares for the Cruise. It is planned on the most elaborate scale and no effort has been spared to provide our cruise members with every comfort and convenience. A number of experienced native guides and porters selected by Cooks' Bombay office will accompany the overland tour to assist the Cruise staff.

Benares

BENARES, the Sacred City of the Hindus, is situated on the left bank of the Ganges and extends for about three miles along the high cliff that forms the river bank.

There are two thousand temples in Benares and some five thousand idols set up for public and private worship. Sacred cows and sacred monkeys are installed in temples of their own, and the very air is heavy with smoke rising from sacred burning ghats.

"There is nothing worth praying for in this world or in the next that cannot be prayed for in Benares at an altar mindful of that particular supplication." For twenty centuries or longer pilgrims have been pouring like a waterfall at the rate of 10,000 a month down the bank of the sacred river to wash away all taint of sin.

We shall drive to the Ganges, for a trip by boats on the sacred river, to view the celebrated Burning and Bathing Ghats, the dense crowds of devotees, the Temples and Palaces. In the city visits will be made to the Monkey Temple, Golden Temple, the Well of Knowledge and the Bazaars.

Delhi

HISTORY has no record of the time when there was not a commanding town upon this bank of the Jumna. Scattered over an area of 28,000 acres may be seen the stones that have been a part of seven ancient capitals. It is fitting therefore that a royal decree has made Delhi the capital of British India.

This was one of the two capitals of the Great Mogul, whose court was once the most magnificent in the world. The palace of white marble still stands undisturbed, like an empty jewel casket. Gone is the priceless Peacock Throne, but it is not difficult to realize why the builder of the palaces placed this inscription in the Hall of Private Audience! "If there is a heaven upon earth, it is this, it is this, it is this!"

More conspicuous even than the marble palace is the great Jama Masjid, the largest mosque in India, built by Shah Jahan.

No mosque except San Sofia at Constantinople can compare with it, either in size or splendor, and we are told that 10,000 workmen were employed upon it daily for six years. It was built by Shah Jahan of red sandstone inlaid with white marble; is crowned with three splendid domes of white marble striped with black, and at each angle of the courtyard stands a gigantic minaret composed of alternate stripes of marble and red sandstone. There are three stately portals approached by flights of forty steps. Inside is a courtyard 450 feet square, inclosed by splendid arcaded cloisters. In the center of the court is the usual fountain basin, at which the worshippers perform their ablutions, and at the western side, facing toward Mecca, at the summit of a flight of marble steps, is the mosque, 260 feet long and 120 feet wide.

But the teeming life of modern Delhi fascinates the traveler more than the memorials of the past. The panorama of India's life from the Punjab to the sea, moves ceaselessly through Chandni Chowk, the Queen's Road, and the narrow streets lined with the bazaars of the silversmiths and embroiderers, famous for the excellence of their workmanship.

Delhi is the ideal city of India for shopping. Its bazaars contain the finest art works and curios in ivory; sandal wood; teak; gold; silver; copper and brass; Oriental rugs and carpets of excellent quality and lovely design; fine silks and delicate shawls of Cashmir.

In addition to the program of sightseeing in Delhi visits will be made to the nearby Kutb Minar, a tower of victory, two hundred and forty feet high, built in memory of a slave who became king in India more than eight centuries ago, and to Nizam-ud-Din to view another of the most beautiful tombs of the old Mogul Empire.

Photo by International Newsreel

MADURA—The Great Temple of Minarchi, with the pond of the Golden Lotus in the foreground. This is one of the finest existing examples of the ancient Hindu architecture.

MADURA—The gigantic statue of the Indian God of War, carved from a solid block of granite fifty feet high, is another of the magnificent relics of long ago to be seen in this interesting city of Southern India.

Agra

THE city of Agra, situated at a strategic and commercial vantage point on the Jumna River, became the capital of the Mogul Empire after its capture by Babar, the grandfather of the mighty Akbar, who built the great fort of red sandstone. The marble palace inside the fort surpasses that of Delhi in interest; all languages have been exhausted in efforts to describe it. The Jasmine Tower is "a fabric of Sèvres china planted on a rampart of coarse stone"; its Pearl Mosque is "the most exquisite house of prayer in the world." The nearby Tomb of Itmad-ud-Daulah is scarcely less splendid.

The Taj Mahal, "the most lovable monument ever erected," is the glory of Agra. It is an immense marble palace of beautiful white, with its dazzling dome rising nearly 200 feet in the air, and still more lofty minarets. "The great dome is white, and the great arch below it is filled with a bay of shade and of soft yellow light. The windows are like lace-work, and there is everywhere a suggestion of elaborate decoration, which can be no more detailed than can be the separate tints in a meadow of flowers when seen from afar.

"There is no impression that the building is large, for its size is lost in its daintiness, and no one could speak of it rightly as imposing or commanding. It rises modestly from among the belt of trees, and shrinks against the sapphire sky." Such is the Taj Mahal, the peerless memorial to the memory of Mumtaz-i-Mahal, who was Queen of the Mogul Empire only one short year and who sleeps beneath the ninety-nine names of God.

Fatehpur-Sikri

ONE of the finest remaining examples of the splendor of the Mogul Empire is found in the marvelous palaces and tombs of the deserted city of Fatehpur-Sikri, built by the great Akbar. The entrance to the citadel is gained through a gigantic gateway, one of the noblest portals ever erected. It was intended as a triumphal arch to celebrate the victory of Akbar over the Afghans, and to commemorate the conquest of Khandesh, and this is recorded in exquisite Persian characters upon its front and sides.

Following the visit to Fatehpur-Sikri we return again to Bombay, after completing a journey through the most interesting part of India.

In addition to this program of travel, included in the fares for the cruise, a number of Optional Tours include points off the beaten track, see pages 88 and 93.

Ceylon

CEYLON is one of the most progressive and prosperous of the British Far Eastern possessions. Separated from the mainland of India by a narrow strait, it is as different from the larger country as if it belonged to another hemisphere. India is solemn, reflective, lost in its own mysteries, apparently accepting poverty with little concern. Ceylon is light-hearted, wideawake. Its fields are fertile, its cattle sleek and well-fed and its people gay and animated.

According to the natives the Island of Ceylon is situated only forty miles from heaven; a fortunate thing for Adam, who is supposed to have landed on its highest mountain peak when he was thrown out of Paradise. The legend also has it that Adam stood there on one foot for 200 years, bewailing his misfortunes until he received forgiveness, and in evidence of this there is a footprint some five feet long by two and one-half feet broad in the granite rock of the mountain. The Hindus maintain that the track was made by Buddha when he ascended to heaven, but all seem to agree that Ceylon is the nearest point of departure for the Celestial regions. Its yellow sands are fringed by groves of palm trees, its hills rise above fertile valleys and culminate in splendid mountains whose peaks are hidden among the clouds, a riot of color blazes forth in its flowers and brilliantly plumed birds, its fields are rich in luxuriant vegetation—it is rightly called the "Garden of the World."

The Singhalese wear brightly colored petticoats and tortoise-shell combs; a few of the men wear European coats, but the large majority are content with the native garment, fashioned from a yard or two of cloth, and the small children wear nothing at all. They are a careless, easy-going people and favored by a marvelously fertile land.

Colombo, the cosmopolitan capital, will be visited and automobile drives, which include the colorful Native Town, Kelaniya River, Kelaniya Buddhist Temple, the Museum and Victoria Park. A drive will also be made over the picturesque road to Mount Lavinia, returning by another interesting road to Colombo.

An Inland Tour will be made by automobiles to the picturesque city of Kandy, the old capital, where we visit the famous "Temple of the Tooth," the marvelous Botanical Garden at Peradeniya, one of the finest in the East, and other points of interest.

(For Optional Tour to Nuwara Eliya, see page 94)

Burma

LEAVING Colombo, the "Franconia" sails on across the Bay of Bengal to Rangoon, the principal city of Burma.

Burma has been variously described as quaint, fascinating, bewitching, light-hearted and exotic, but it would, perhaps be more accurate to characterize the Land of Golden Pagodas as all of these things, and a great deal more which defies description. Burma might be called a "priest-ridden" country, for at some time in his life every boy dons the yellow robe and devotes himself to the study of Buddha's teachings. But the gloomy aspect of the Hindu devotee is conspicuous by its absence; the Burman takes even his religion cheerily.

The temples—and there are scores of them—suggest rather a carnival or street fair; all ages and all degrees gather in them for a pleasant social time, and make a day of it. Between services, which are announced by the sound of a gong, merchants pass to and fro offering their wares, women knit or embroider, and the ubiquitous brown babies romp about on the floor.

The stellar attraction of Rangoon is the magnificent Shwe-Dagon Pagoda, the largest and most sacred temple in Burma, said to contain the ashes of Guatama Buddha together with many other religious relics. The pagoda is built in the shape of a huge cone, rising to a height of 317 feet, The spire is encrusted with gems, said to be worth $250,000, and the entire temple is covered with gold-leaf. The Sule Pagoda, another of the great shrines of Rangoon, is scarcely less imposing than the Shwe-Dagon. Here, as in Ceylon, the elephants provide a marvelous example of industry, and piling teak along the Rangoon River have furnished the inspiration for Kipling's famous rhyme.

Those who delight in the terpsichorean art will find the Burmese dancing-girls vastly entertaining; the graphic arts, too, are well represented by the local dandies who display some excellent styles in tattooing.

Everybody in Burma smokes the fearsome-looking cheroots, the "whackin' white cheroot" celebrated in "The Road to Mandalay," which, fortunately for the public health, are not nearly so formidable as their size would indicate.

The Straits Settlements

Penang

PENANG, on Prince of Wales Island, off the Malay Peninsula, is one of the most important cities of Malaya, lying in the center of a rich rubber producing and tin mining area.

Places of unusual interest to be visited are the "Snake" Temple; the "Ayer Itan" Temple, and Botanical Gardens, which contain a marvelous display of tropical flora.

A trip will also be made up the hill railway, the principal scenic attraction of Penang. This hilltop, which rises over two hundred feet above the city, furnishes a pleasant retreat from the heat along the sea coast. There are many pleasant walks where orchids and other flowers grow in profusion. The view of the purple and red roofs of the town; the ever-changing tints of the sea and the mountain peaks across the strait on the mainland is one of the most beautiful imaginable.

Malacca

One of the new ports of the "Franconia" Cruise of 1930 is the interesting old town of Malacca which lies on the West Coast of the Malay Peninsula, between Padang and Singapore. Malacca was the first settlement of the Portuguese in this remote corner of the East, a trading station being established there at the beginning of the 16th Century, also the first Christian Mission in Malaya, which was founded by St. Francis Xavier.

Throughout the early history of the East Indies, Malacca figured prominently in the wars and disputes between Portugal, Holland and England, and at one time this old port was the key to the Dutch monopoly of trade in the Malay Straits.

The town lies at the mouth of the little Malacca River, the picturesque old Dutch town with its gable roofed houses being connected by a bridge with the more modern commercial center on the opposite bank. An interesting day will be spent here, visiting the ruins of the ancient churches on the Hill of St. Paul; the native temples and fascinating Chinese shopping quarter.

Malacca has never before been included in the Itinerary of a World Cruise, and those on board the "Franconia" will be welcome guests in this curious old town.

(For Optional Tours through Malaya, Siam and Indo-China, see page 95)

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CEYLON—The roadways are lined with tall cocoanut palms, beneath which the native huts find ample shade.

© Publishers' Photo Service.

SINGAPORE The native bullock cart creaks its way along the streets of this great eastern trading port, known as the "Cross Roads of the World."

Singapore

SINGAPORE is situated on a tiny island at the southern extremity of the Malay Peninsula and dominating the crossroads between India, China, Japan and Australasia. The early history of Singapore rests upon tradition, and from this it seems to be established that Malays settled there about 1360 A.D. This settlement, the ancient kingdom of Singapore, came to a sudden end in the year of the great Javanese invasion 1377 A.D."

However great be the ancient renown of the city of Singapore in local tradition, it was so little accounted of in later times that in 1703, the Raja of Johore offered it to a Captain Hamilton, who declined the present, though he remarked that it was "a proper place to settle a colony in, lying in the center of trade and accommodated with good rivers and a safe harbor, so conveniently situated that all winds serve shipping both to go out and come into these rivers." This description of Singapore has never been bettered, and it agrees with the remark of an earlier Portuguese writer that to Singapore "resorted all the navigators of the Western seas of India, and of the Eastern of Siam, China, Campa and Cambodia, as well as of thousands of islands to the eastward."

Singapore became a possession of the East India Company in 1819, and was incorporated in the Straits Settlements colony seven years after. Under British rule the town has developed into one of the most prosperous and modern cities of the East. It is one of the world's chief distributing points for the commerce of all countries, and consequently a gathering place for the representatives of all races. In no city does one hear so many different languages and no harbor that displays such a variety of ships.

"The majority of the inhabitants are Chinese, and they give the color to the colony. They form three-fourths of the population, do most of the work, and fill the quay sides and busy ways with cheerful, half-naked men, grinning under limpet-shaped hats."

During the stay of the "Franconia" cruise automobiles will be provided for a comprehensive program of sightseeing both in and about Singapore. Visits will be made to the beautiful Botanical Gardens, said to contain the finest collection of palms in the world, and to the many other unusual sights of the native and European sections of the city.

An interesting feature of our stay will be a trip to the native state of Johore, on the mainland opposite to Singapore.

Siam

SIAM forms a part of the extreme south-easterly projection of Asia, which also includes Burma, French Indo-China and the Malay Peninsula.

Siam is one of the few tropical countries in the world now in a complete state of independence, and the Kingdom has in many respects reached an extraordinary state of modern development.

Bangkok, the modern capital and chief port of Siam, situated on the Menam River about twenty-five miles from the sea, is one of the most interesting cities of the Far East. The population is estimated at 800,000, including the inhabitants of a vast number of river dwellings.

Bangkok is a city of contrast. Its buildings range from the mat huts and tiny river sampans to the magnificent Throne Hall with its splendid marbles and mosaics. In methods of transportation we also find this strange mixture of the primitive and modern in Bangkok. There are in some sections narrow canals which serve as streets; in others imposing avenues where modern motor cars and trams mingle with bullock carts, 'rickishas and bicycles.

Of chief interest to foreign visitors are the marvelous Wats or Buddhist Temples for which the city is famous. These temples are in many cases of extraordinary architectural beauty with their terraces, cloisters, colonnades and beautifully tiled roofs. An exotic note is added by the strange images of giants and Devas which guard the sacred precincts where the solemn images of the Buddha are seated on altars arranged along the walls of the temples. Perhaps the most interesting of the temples of Bangkok is that of the Emerald Buddha, called Wat Phra Keo, that stands in the Royal Palace enclosure. This is one of a large group of chapel halls and towers, contained in the Palace walls which cover an area of over one square mile. There are also within the Royal Palace ceremonial halls where foreign envoys are received and the famous Coronation Hall which contains the magnificent altar on which the King of Siam sits on these occasions. The elaborately ornate stables of the sacred white elephants are one of the sights of the Palace enclosure.

The colorful street life, the native theaters and dances never fail to delight the foreign visitor.

The S. S. "Franconia" will anchor at Paknam at the mouth of the Menam River and a visit will be made to Bangkok by special trains.

By Burton Holmes, from Ewing Galloway, N. Y.

FRENCH INDO-CHINA —Many centuries ago the religion of India invaded this far off corner of the east and in the depths of the tropical jungles were built the marvelous temples of Angkor. Above the gateway are the four faces of Brahma, the supreme Hindu Deity.

BANGKOK A temple with its fantastic images and gilded pagodas. The Siamese "Wats" or temples are among the most exotic buildings of the Orient. One of the finest in the Capital City, the Wat Cheng, an enormous pagoda, is encrusted with bits of broken china arranged in curious designs. Its central tower rests on caryatids representing giants, angels, monkeys and other animals.

French Indo-China

FOLLOWING the visit to Siam comes another outstanding event of the voyage, when our great ship reaches far off Indo-China. The "Franconia" calls at Cap S. Jacques at the mouth of the Saigon River, where motor cars will be in readiness to take us on a 90-mile drive to the famous city of Saigon, the capital of the most important Eastern colony of France.

Bounded on the north by China, on the south and east by the China Sea, and on the west by Siam and Upper Burma, the area of French Indo-China has been estimated at 288,000 square miles, or nearly half as large again as France. There are three great mountain chains, reaching an altitude of more than 10,000 feet. The coast is generally rocky: at some points the mountains run sheer down to the narrow, sandy shore. The scenery is beautiful—luxuriant tropical vegetation everywhere.

The Annamese, who came from southern China about 150 B.C., represent about four-fifths of the total population of French Indo-China. Their language, religion and customs are akin to Chinese and the Chinese written character is in general use. The Cambodians, believed by some authorities to be descendants of the ancient Khmers, resemble closely the Siamese in appearance and customs.

Saigon, our principal objective, is an Oriental Paris, with long boulevards, artistic public buildings, beautiful homes, luxuriant parks, sidewalk cafes and other necessities to French happiness. Automobiles, carriages and jinrikishas dart along its shaded streets, and a quaint population of Annamites, Cambodians, Tonkinese, Chinese and white-helmeted French throng its busy sidewalks. In the Jardin Botanique, in a setting of tropical trees and gorgeous flowers, are elephants, tigers, leopards, reptiles and birds of gay plumage. This Garden is one of the sights of the city.

In the shops and bazaars of Saigon we may bargain for the beautiful lace work made in the Tonkin villages. Hand-woven silk materials, silk embroideries, jade from China, Tonkin gongs, metal inlay work, grotesque Cambodian dancing masks, ivory work, basket work and curious opium pipes.

In addition to visiting this fascinating city, we shall spend a day at Cap S. Jacques, where a delightful beach and pleasant sea breezes suggest "dolce far niente" beneath tropical skies.

Java

THE "Franconia" continues southward from Cap S. Jacques, crossing the Equator and entering the Southern Hemisphere bound for Tandjong Priok, the port of Batavia, capital and chief city of Java.

No country has been more bountifully endowed by nature than Java; no soil is more fertile and no climate more favorable to growing things. Although this island is the most densely populated section of the world there is enough for everyone and to spare. Sugar, coffee, tobacco, rice, banana and rubber plantations, interspersed with tapioca fields, cocoanut groves; forests of teak and other rare woods grow in a wealth of profusion which beggars description, for Java fairly swarms with industrious humanity which builds its terraced gardens over her hillsides and almost to the summits of her great volcanoes.

Nor is it possible to exaggerate the excellence of the work of the Dutch colonists, who have constructed motor highways as fine as any in the world, good railways and modern sanitary towns throughout the island.

Old Batavia, the Benedenstad or lower city, as it is generally called, antedates Weltevreden by some two hundred years. It stands on a site near the sea and was built in old Dutch style, intersected by canals and with narrow streets. Most of the buildings from olden times have gone, but a few still show the style of building then in use. Old Batavia contains very few relics of the early days, but it is a quaint and delightfully picturesque town, its canals adding much to its charm.

There is something in Java for every taste, ranging from big game for the intrepid sportsman to lovely batik for the gentler sex, Hinduistic and Buddhistic temples, whose vast ruins lie half hidden among the lush foliage of the tropics, and quaint native villages made more picturesque by their hospitable, light-hearted inhabitants.

Immediately on the arrival of the "Franconia" at the port of Tandjong Priok we shall proceed by motor cars to Batavia, six miles distant. An interesting program of drives and sightseeing will be provided, including all of the stellar attractions of the city, the Chinese quarter, the Arabian quarter and the picturesque native streets and bazaars, where the lovely batiks are sold. An inland excursion will be made by motor cars to Buitenzorg, where the world-famous Botanical Gardens will be visited. The gardens contain a most remarkable collection of exotic tropical trees and plants, gorgeous orchids and giant pond lilies.

JAVA—Much of the life of this thriving Dutch colony is centered about the canals which serve as an important means of transportation and communication, and always come in handy for the native housewife with her washing.

Photo by André Roosevelt

BALI A cremation ceremony. The coffins of the deceased are placed in a curious bamboo tower or "Wadah" gorgeously decorated with fine fabrics and precious metals and ornamented with religious effigies. At the conclusion of an elaborate ceremony, the "Wadah" is set on fire, the ashes being finally cast into the sea in order that the souls of the deceased may return to earth in the form of mist.

Pasuruan

LEAVING the port of Batavia, the "Franconia" continues along the northern coast of Java; a pleasant cruise of a day and a half through the picturesque Java Sea, dotted with many small tropical islands, to Pasuruan, another of the new ports of the World Cruise of 1930.

By including Pasuruan and an inland tour to the great city of Surabaya, as well as Batavia and Buitenzorg, our program in Java becomes the most complete and comprehensive yet offered.

Pasuruan, prior to the construction of the railway in Eastern Java, was a great commercial city, counted as one of the four most important cities in the island. Traces of its former prosperity are still visible in the many fine buildings and excellent roads, though the trade is now mainly in the hands of the Chinese settlers. Along the water front are a number of picturesque native houses, built out over the water and the colorful dress of the people is particularly attractive. The native Javanese women, particularly the young girls affect a blouse and veil of rainbow tint.

In the neighborhood of Pasuruan are interesting remains of some old Hindu Temples, where the native still offer flowers and burn incense.

Debarking at Pasuruan, we shall drive by motor along the coast to Surabaya.

Surabaya

Surabaya is the principal commercial port and one of the largest cities in Java. It lies on the Madura Strait opposite to the Island of Madura and in the distance rises a great chain of volcanic mountains. The city is divided into two quarters by a small river that runs through it—on one side the European and business district and on the other with five bridges connecting the two is the Chinese and native Javanese quarter. Here curious little streets and shops teem with life. Chinese restaurants and theatres add their splash of color to the picture. One of the sights of the city is the so-called "Dark Market," a bazaar partially roofed over and crossed by narrow pathways whose sides are lined with stalls where all kinds of native merchandise is exhibited at remarkably low prices.

Our drive to Surabaya takes us through an interesting agricultural section where sugar cane and tobacco plantations are seen and other interesting phases of native life and industry. In Surabaya we shall visit the principal places of interest and the shopping districts.

(For Optional Tours in Java, visiting Boroboedoer and the Island of Bali, see pages 95 and 96.)

Celebes

ANOTHER "Franconia" Cruise feature is the visit to Macassar, the principal port of Celebes, one of the largest islands of the Malay Archipelago.

The Island of Celebes is shaped somewhat like a star fish. It consists of four great peninsulas, extending from a comparatively small nucleus, and separated by three large gulfs. The area is estimated at nearly seventy thousand square miles, with a population of a million and a quarter. Its population is an odd mixture of races, speaking more than twenty different languages and dialects. No less varied is the bird and plant life. Of the one hundred and sixty species of birds found in Celebes, sixty are peculiar to the island. In the dense jungles are gorgeous birds of Paradise and others of brilliant plumage. Flowers of the most exotic colors and perfume abound in all parts of Celebes.

The island is mountainous and its scenery distinctively beautiful. In some places there are vertical precipices five or six hundred feet high, completely covered with a tapestry of lush vegetation. Great areas are as yet practically unexplored and in the interior savage tribes live in the primitive state of thousands of years ago.

Needless to say, those on board the "Franconia" will feel a thrill of adventure as the great Cruise Ship drops her anchor in the harbor of Macassar, amid a cluster of native boats and curious old sailing vessels that trade among the Spice Islands.

Macassar, a busy town with a population of fifty or sixty thousand, stretches along the coast for two and a half miles, in several rows of streets lined with trading stations; Chinese shops and native markets, where spices, birds of paradise feathers, tortoise shell and mother-of-pearl and sandalwood tempt the buyer. Visions of old square rigged merchant ships appear as we walk among bales of rattan and copal; bags of copra and coffee that fill the warehouses along the wharves of Macassar. Here is a port as yet unconscious of the sightseeing foreign visitor . . . a corner of the East intent on its own business of trade.

Our day will be filled with new impressions as we drive through the little European section and the maze of native streets, visiting the "show places" and everyday scenes, which to us perhaps seem even more unusual. And then for a touch of scenic beauty . . . a glimpse of Nature's handiwork in Celebes, we shall visit the lovely Waterfall of Bantimoeroeng.

The Philippines

THE Spanish discoverers named these islands "Pearl of the Orient," and later they were called Philippines after Philip II. Magellan, the first circumnavigator of the globe, reached the islands in 1521, and the remains of the old fortifications built by him at Cebu may still be seen.

The Spanish city of Manila was founded in 1571. The site had been previously occupied by a native town under a Mohammedan chieftain. In 1572, while its fortifications were still slight, the Spanish city was attacked and nearly captured by a force of Chinese pirates who greatly outnumbered the Spaniards. About 1590 the construction of the present walls and other defences was begun. At the beginning of the seventeenth century Manila was the commercial metropolis of the Far East.

The Philippines remained a Spanish possession for over three hundred years, until 1898, when they were ceded to the United States.

Our first port of call in the Philippines is Zamboanga, situated on the southwestern coast of the great island of Mindanao, the most important town of the Sulu Archipelago.

Zamboanga

Zamboanga is a town of perhaps thirty-five thousand population presenting a colorful mixture of races. Moros, once the most warlike people of the Philippines, make up the bulk of the population and Christianized Filipinos of various tribes together with a small number of white residents and the ever present Chinese merchant make up the remainder. Zamboanga was for centuries the rallying point of Christian forces in their endless conflict with the Mohammedan Pirates of the Eastern Pacific Seas.

Zamboanga is now a well kept little city, in the midst of a gorgeous tropical setting. The roadways are lined with stately cocoanut palms, the picturesque native houses stand in gardens glowing with brilliantly colored flowers. Behind the town rise hills and mountains covered with dense green foliage. Along the sea front are pleasant beaches washed by the surf of the Sulu Sea.

An interesting day will be spent in this far off corner of the world, and a native dance will be organized in honor of the Cruise.

Manila

THE city of Manila, our port of call in the Philippine Islands, covers an area of about twenty square miles of low ground through which flows the Pasig River and several tidal creeks. To the west lies Manila Bay, and beyond this rise the Mariveles Mountains. On the south bank of the river is the "Ancient City," enclosed by walls some two and a half miles long, constructed as a defense in the latter part of the sixteenth century. Formerly there was a moat protecting the city on the landward sides and a drawbridge at each of the six gates of the wall.

In the northwest angle of the walled enclosure stands Fort Santiago, which guards the entrance to the river. The remaining space is occupied by the cathedral, churches, convents, schools and government buildings.

The present population of Manila is nearly three hundred thousand persons, including about five thousand Americans and Europeans; eighteen thousand Chinese and a number of Japanese. There is now a well constructed street car system connecting all of the important districts. In late years Manila has become an important port, and within the near future will have facilities equaling those of any city in the Far East.

Outside of the walls the modern city has grown up by a union of the several outlying towns or suburbs. One of the most interesting of these is Tondo, a densely populated native district.

In Manila native types represent various tribal origins, which it would be difficult for us to trace. But the white duck of the American and European finds more favor with the native than his own brighter costume —or perhaps it's another evidence of the readiness of the Filipino to adopt Western civilization.

The native women add a somewhat more colorful note to the picture with dresses of gaily printed cotton. Long hair, done up in shiny black coils, still holds its own against the boyish bob of America.

Here the greater part of the inhabitants live in houses of bamboo frames, roofed and sided with nipa palms, and the thoroughfares consist of narrow streets and streams.

Automobiles will be provided for drives through the Walled Town, passing the Aquarium, the Real Gate, Calle Muralla, Postigo Gate, Fort Santiago, Magellanes Drive and to many other interesting places. Visits will be made to the Jesuit Church, the Bureau of Education, the Bureau of Forestry, Divisoria Market, and Bilibid Prison's salesroom.

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BURMA—One of the resting platforms among the pagodas of Mandalay Hill. Mandalay, the great inland city of Burma, lies far up the Irrawaddy River. It is visited on the Optional Overland Tour No. 11.

CANTON—Over a hundred thousand of the people of this great city live in sampans, or river dwellings. Entire families pass their whole lives on these little boats . . . children are fitted with wooden floats in case of a sudden tumble overboard. These simple devices keep the youngsters on the surface until their busy mothers find time to fish them out.

Hongkong

HONGKONG became a Crown Colony in 1843, when the present city of Victoria, popularly known as Hongkong, was laid out. Seen from the harbor, the city resembles a giant layer-cake, rising in successive tiers from the esplanade along the waterfront to the handsome villas and official residences perched on the "Peak," 1,800 feet above the sea.

Going ashore for a closer examination of the layers we discover in the first a distinct Chinese flavor: busy wharves, crowded with junks and sampans, narrow streets where quaint little shops display their fantastic collection of banners (the Chinese equivalent for electric signs), and gilded restaurants not unlike those in New York and San Francisco. The second layer is cosmopolitan with a governmental flavor: imposing business streets, humming with the commerce of England and America, and fine residences surrounded by attractive gardens. The top layer, or "Peak," might well be called the "icing."

The program arranged for the stay at Hongkong will include interesting drives about the city, visits to the Chinese and Foreign Quarters, an excursion to the Peak, motor drives through the New Territory and a motor drive to Repulse Bay.

Canton

A journey of four hours up the river by rail brings us to the vast city of Canton, the human ant-hill of South China, with a population variously estimated at from one to four millions, a city which is today substantially what it was a thousand years ago, for only its outer crust has been modernized. Along the tunnel-like streets of Canton there passes an endless procession of primitive life: coolies with their swinging chairs and a thousand other burdens, and a swarm of shouting, struggling humanity. From a myriad shops, opening full on the streets, rises the din of tireless industry; every man, woman and child works and, notwithstanding the daily wage of a few cents, is quite good-natured about it. Everything under the sun seems to be manufactured in some shape or form by the Cantonese; and nothing is too small or too large to receive the most meticulous hand-carving and painting.

The shops are gaudy with much gilding, red paint and handsome lacquer, with cryptic hieroglyphics and fantastic carvings. They are open

to the causeway, for they possess neither windows nor doors, while at night they are closed in by double-leaved gates of planks heavily bolted. On the ground by each shop is a gaily painted recess wherein is a porcelain cup full of sand for the joss stick. This is the little altar of the house from which incense arises to the comfort of departed spirits. The shops are for the most part tidy and bright, the proprietor alert and dignified.

The river with its thousands of picturesque sampans is the home of half a million of the city's inhabitants. A tour of the shopping districts and a visit to the curious native Temples and pagodas of Canton are unforgettable experiences.

The inclusion of a visit to Canton, which is the most important city of Southern China makes the "Franconia" program the most complete of any in Chinese waters.

Amoy

Another of the new ports of the "Franconia" Cruise is Amoy, which lies on the South East Coast opposite to the Island of Formosa. Amoy is one of the oldest of the Treaty Ports, having been opened to foreign trade in 1841, following the Opium War, when it was occupied by the British for a time. Amoy boasts a magnificent harbor, and in 1908 was visited by the United States Atlantic Fleet.

The city is divided into two sections by a low hill; one side is the present day business section, which carries on a lively trade, in tea, paper umbrellas, tobacco, sugar, fruits and many other products typical of South East China. On the other side of the hill is old Amoy, with its ancient castle fortress, and picturesque native streets.

During the medieval period in China, Amoy was a celebrated stronghold of the pirates who for hundreds of years ravaged the coasts, and relics of their ancient defensive works are still to be seen in the city. Another famous sight is the lovely Nam-po-to Temple, a building of exquisite design and workmanship, standing in the charming old Chinese garden.

The streets of Amoy, laid out on the hillsides are steep and narrow, many of them impassable for wheeled vehicles.

An interesting afternoon will be spent in this typical old Chinese city.

(For Optional Tour to Macao, the Monte Carlo of the Far East, see page 96)

PEKING—The gateway to the beautiful yellow temple. The great Chinese city is filled with temples and palaces that reveal the marvelous skill of the early Oriental builders.

Photo by E. H. Newman from Publishers' Photo Service.

THE WALL OF CHINA—Like a huge dragon stretches across the northwestern frontier for nearly two thousand miles, built centuries ago as a protection against the barbarian hordes of the Gobi Desert.

Formosa

LEAVING Amoy, the "Franconia" continues on to the beautiful island of Formosa. Her visit to this far away land, rarely seen by globe trotters, again breaks the voyage from Hongkong to Shanghai, adding a vivid touch of contrast to the program in Chinese waters.

Formosa, a Japanese possession since 1895, is one of the charming and picturesque countries of the Far East.

Once a celebrated retreat of Eastern Pirates, Formosa has now become a well cultivated and prosperous land producing valuable crops of tea, rice, sugar cane, tropical fruits, indigo and tobacco.

Our port of call is Keelung, a few miles distant from Taihoku, the capital of Formosa, which will be reached by special train.

Taihoku is a city with a population of some two hundred thousand. In the modern sections of the city are wide streets, large commercial and governmental buildings. In the older quarter, much of the picturesqueness of long ago still remains; curious little shops and ancient shrines and temples—an ideal setting for our jaunt by rickshaw which takes us on a tour of novel sights and experiences in this pleasant island lying between China and Japan and presenting a "melange" of both.

Shanghai

A VOYAGE up the coast of China from Formosa brings us to Shanghai near the mouth of the great Yangtse River. Shanghai is now the most important port of China.

The factory has to some extent replaced the arduous hand labor of the tiny home or shop; electric tramways and modern stores and hotels are found on the principal streets and attractive homes and clubs grace the foreign quarters. Shanghai boasts a real European theater, a racecourse and no less than four public parks reserved for foreigners. In contrast to the modern city is the old native town, enclosed by a wall and containing narrow, winding streets and ancient Chinese houses.

At Shanghai automobiles will be provided for drives about the Foreign Concessions and circumstances permitting there will be a tour of the Walled Town, or Chinese city.

Those who are lured by the treasures of the Orient will seek the silk and fur merchants along the Honan Road and the jewelers of the Nanking Road. The prices are in many cases surprisingly moderate.

Chinwangtao and Peking

LEAVING Shanghai, the "Franconia" sails northward and entering the Gulf of Pechili reaches Chinwangtao, where special trains are in readiness to take us overland to Peking.

Peking consists of two main parts: the "Outer" or Chinese City and the "Inner" or Tartar City, the two being separated by a wall pierced by three gates, and the whole covering an area of twenty-five square miles, enclosed by a massive wall. In the center of the Tartar City is the old Imperial City, enclosed by another wall, and in the center of this stands the Purple Forbidden Palace, surrounded by gardens, artificial lakes and pleasure grounds. It is doubtful whether any enclosure of like area in the world contains more that is amazing and interesting.

For nine centuries Peking, under various names and under the dominion of successive dynasties, remained an imperial city. Its situation near the northern frontier recommended it to the Tartar invaders as a convenient center for their power, and its peculiarly fortunate position as regards the supernatural terrestrial influences inclined Chinese monarchs to accept it as the seat of their courts.

In the environs of Peking proper are many points of unusual interest to intrigue the traveler's fancy. On the east, outside the Inner City, is the Temple of the Sun, and on the west the Temple of the Moon, where the Emperor worshipped in olden times. To the north, near the An-ting Gate, is the Altar of the Earth, a place of worship during the vernal equinox.

Included in our program at Peking are visits to the great Temple and Altar of Heaven; the Temple of Agriculture; the Forbidden City; the Winter Palace and Coal Hill, where the last Ming Emperor hanged himself on the approach of the Manchus; the Temple of Confucius and Hall of Classics; the Temple of the Red Lamas and the matchless pagoda of the Yellow Temple; and the fascinating bazaars where the shopkeeper lays before us a wealth of furs and silks which might have loaded the caravan of an Arabian Nights prince.

In addition to the sightseeing in Peking a trip will be made by special train to the Great Wall of China, one of the wonders of the world. This marvelous old wall winds across the plains and mountains of the northwestern frontier of China like a huge dragon, built thousands of years ago to protect the Celestial Empire against the barbarian hordes of the Gobi.

KOREA—In the streets and market places of Seoul contrasting types are seen—the alert, businesslike Japanese merchant and the calm easy-going Korean in his white gown and quaint fly-trap hat.

JAPAN —Fujiyama, the sacred mountain seen from Lake Hakone. According to an Old Japanese legend Fujiyama rose from the level plane in a single night.

Korea

KOREA is a large peninsula in the east of the continent of Asia. Its history begins in the 12th Century B.C., when a great Chinese Prince became lord of the country. His descendants ruled Korea until the 3rd Century B.C., when it was divided into three states and for nearly a thousand years the three kingdoms prospered in spite of wars with both China and Japan.

Throughout the middle ages Korea was weakened by Chinese and Japanese invasions. The three kingdoms fell and the country became more and more incapable of resisting foreign domination. In 1876 commercial treaties were concluded with Japan and in 1882 with America. After the Russo-Japanese War Korea became a Japanese Protectorate and in 1910 was annexed by Japan, who appointed her own Governor General. Considerable progress has been made under Japanese rule but the standard of living and public education is still far below that of Japan.

Buddhism has been taught in Korea for hundreds of years, but in many parts of the country Christianity has displaced it and become the leading religion. Shintoism also has many followers.

The "Franconia" will call at Chemulpo whence we travel inland by special train to Seoul.

Seoul has been the capital city of Korea for five hundred years. It is one of the most picturesque cities of Eastern Asia, surrounded by rugged hills that tower above it in solemn grandeur. Around the city, climbing up and down the precipitous slopes of the hills is an ancient, weather beaten wall. Within this enclosure Seoul spreads itself out in a great collection of curious mushroom-like houses.

To the visitor Seoul offers quaint and unusual sights on every hand—a peculiar mixture of Orient and Occident, of Japanese efficiency and Korean indifference to progress.

The placid Koreans with their white gowns, tall fly-trap hats and queer little top-knots are little inclined to hustle, and stroll leisurely about with an air of resignation that would do credit to the "great Gawd Bud" himself. While miniature ponies trot along under loads that would give a camel pause, wooden carts which might have been devised by Noah on an off day creak along beside bicycle delivery wagons. These and many other unaccustomed scenes enliven the streets.

Japan

TURNING southward from Korea, and sailing down the Yellow Sea, the "Franconia" enters the lovely Inland Sea of Japan, cruising among hundreds of fairylike islands that suggest the charming delicacy of scene depicted by Japanese artists on the painted screens and fans already familiar to Western eyes.

Japan is noted for its beautiful scenery. Almost every part of the country possesses the most exceptional natural charm and beauty, but perhaps finest of all, is the Inland Sea, which is called the Paradise of the World. Most of the country lies in the Temperate Zone, and the climate is mild and pleasant.

Japan is believed to have been created by two deities, whose son, the Emperor Jimmu, subjugated the country and ruled over it, and according to tradition Japan has been governed by lineal descendants of Jimmu down to this day. Intercourse between Japan and China dates back to very ancient times, and as a result of the spread of Confucianism, the Chinese Classics were brought into Japan hundreds of years ago and have had a great influence on the literature and thought of the people.

Our first call is made at the Sacred Island of Miyajima, famed for its Torii in the sea and its shrine, which at high tide, appears to float upon the water.

After this delightful introduction to fair Japan we continue on to Kobe.

Kobe

THE natural situation of Kobe, lying on a narrow strip of land, flanked on the south by the sea and on the north by a densely wooded range of hills, is remarkably attractive and the views obtained from the summits of these so-called "Kobe Alps" are among the most beautiful in Japan. Stretching away to the southwest is the lovely Osaka Bay, dotted with ships and the quaint white-sailed junks of olden times, and down the mountain ravines sparkling waterfalls plunge to the sea.

Kobe is one of the most Westernized and progressive cities of Japan, serving as a seaport to the great industrial city of Osaka. Foreign influence is everywhere apparent and the greater part of our time will be devoted to the interesting inland excursions from Kobe to more picturesque cities of old Japan. During our stay at Kobe 'rickshas will be provided for sightseeing in the city, and luncheon will be served at the principal hotels.

Kyoto

KYOTO, the ancient Capital of Japan and fifth largest city, with a population of 700,000, stands on the Yamashiro Plains. Since it was selected as the Capital in the year 794, it has been recognized as the center of art and culture, producing the most beautiful and delicate silk fabrics, porcelain, lacquer, copper ware and fans, and the charming Japanese dolls and toys which delight children the world over.

Here is the Japan of the painted screen and fan, of the butterfly kimono, the dainty geisha and gorgeous actor with his awe-inspiring masks; the land of springtime festivals and the Cherry-Blossom Dance. No city so delights the foreign visitor as Kyoto: its temples, palaces, gardens, quaint little shops and bazaars.

Kyoto is the chief stronghold of the Buddhistic Faith in Japan, and the city possesses no less than nine hundred temples devoted to the worship of Buddha. Many of these are marvelous examples of architecture, containing innumerable religious relics. Merely to enumerate the sights of this city would require pages.

Nara

NARA was the first permanent capital of Japan (708 to 784), and the evidences of a splendid past are still traceable in the wide dimensions of its parks and in its ancient shrines and temples. It is a place of pilgrimage for the Buddhists of Japan, and one of the most popular resorts of foreign visitors, for whom its quaint customs and charming air of peace and contentment have an irresistible appeal. Needless to say, Nara is at its best in early springtime, and a visit to its historic temples hidden beneath the shade of tall oaks and pines is an unforgetable experience. Here is an avenue flanked by 3,000 stone lanterns and an image of Buddha larger than the Daibutsu at Kamakura.

A drive will be provided to the beautiful Deer Park and to the celebrated shrines, including the Tamukeya Shrine, the Daibutsu, the Big Bell and the Kasuga Shrine. Returning to Kobe by special trains we rejoin the Cruise Ship and sail on to Yokohama.

IN addition to its being an administrative and commercial, as well as industrial center, Tokyo is also one of the greatest educational centers in the world, possessing eleven Universities, twenty-nine Colleges, many other higher educational institutions and well-stocked libraries. Tokyo has undergone great changes for more than fifty years both in dimension and civic beauty, and in the last ten years the progress in modernizing the capital has been very conspicuous, wooden houses and shops in business quarters being replaced by up-to-date structures of many stories.

The interesting sights of Tokyo are in keeping with the size of the city, and ample opportunity will be given members of the cruise to enjoy them. Among the more noteworthy places visited will be the Imperial Palace and gardens, the Tombs of the forty-seven Ronins, the parks of Ueno, Shiba and Hibiya and the fascinating shopping district.

Nikko

"Tonight I stay at the Summit Temple.
Here I could pluck the stars with my hand."

NIKKO is some ninety miles north of Tokyo, and stands about two thousand feet above the level of the sea. The village, which has sprung up near by the sacred hill, has changed little the solitude of the place. It lies in a small, lovely valley among the mountains, by the side of a torrent which rushes seaward through a gully of blue rocks.

In springtime the whole country around Nikko is gorgeous with flowers; mountain cherry trees, purple, red and white azaleas, and the delicate green shoots of the larch trees add a fairy-like touch to the picture. There is an old Japanese proverb that says, "Never use the word Magnificent until you have seen Nikko."

Of all the beautiful places in Japan the great Shogun Ieyasu chose the hillside of Nikko as the eventual resting place of the Tokugawa dynasty. It is a restful, dreamy spot, ever green with giant cryptomerias and ablaze in autumn with wonderful maples. The swift mountain stream is spanned near the tombs by the Sacred Bridge of red lacquer, which may be crossed only by the Imperial Household.

One thing that will catch our eyes in Nikko is the original carving of the famous three monkeys of Japan, which we've seen in every place where souvenirs are sold. These three monkeys are part of the ornamentation over the doorway of the sacred stable.

(For Optional Tour of Japan, including Miyanoshita and the Hakone Mountains, see page 97.)
(For Optional Homeward Route via the Trans-Siberian Railway, see page 98.)

Photo by André Roosevelt

BALI—The Hinduistic Temples of this exotic island reveal Oriental architecture in its most imaginative form. Fantastic carvings and decorations, all with their ritualistic significance ornament the walls and gateways.

JAPAN—In springtime, the season of Cherry Blossoms, the people of Japan gather beneath the flowering trees to make merry –Geisha Girls in their bright kimonos and Butterfly sashes adding a brilliant note of color to a landscape of delicate pinks and greens.

Yokohama

YOKOHAMA, situated eighteen miles from Tokyo, is the principal trading port of Japan. Prior to 1854 it was an unimportant fishing village and due in a great measure to foreign enterprise and trade it has reached its present state of development. Following the great earthquake many of the foreign merchants of Yokohama left that city, for the most part going to Kobe. Lately, however, they have begun to return as the work of reconstruction of the city progresses. Yokohama is rapidly regaining its previous high state of commercial activity.

During the stay at Yokohama inland trips will be made to Tokyo, Nikko and Kamakura. In Yokohama there will be ample opportunity for sightseeing and shopping at individual leisure, and 'rickshas will be placed at the disposal of our guests for interesting rides through the city.

Kamakura

KAMAKURA, once the capital of Japan, but now shrunk into a quiet seaside village, may be reached by motor car from Yokohama within an hour. The town is beautifully situated on the shore of Sagami Bay and contains two of the most interesting sights of Japan: the great Daibutsu, the world's most renowned statue of Buddha, and the ancient temple of Hachiman, the God of War.

Tokyo

THE present capital of the Japanese Empire is not a city of great antiquity. The first reference to it under the name Yeddo is at the end of the 12th Century, but it remained a relatively small village until Ieyasu took over its castle in 1590. As the seat of the Shogunate for over two hundred years it had attained by the early 19th Century a population probably exceeding a million and a half inhabitants. After the downfall of the feudal system the Emperor, in 1869, established there the seat of the Imperial Government and gave it the name of Tokyo.

The Hawaiian Islands

SAILING from Yokohama the "Franconia" sets forth on the longest sea lap of the cruise—the vast Pacific lies before us. During this voyage we will have the novel sensation of adding an extra day to our lives when the 180th meridian is crossed.

At this point begins and ends the calendar day, according to the authorities at Greenwich, who have obligingly subdivided time into such useful things as seconds, minutes, hours, days, weeks and so forth.

In order that this extra day may prove a happy and memorable one to all on board special ceremonies suitable to the occasion will be observed.

Hawaii knows no summer, winter or autumn. From one year's end to another the air is sweet with the freshness of a May morning, and nowhere else has Nature scattered her favors with a more bounteous hand: superb pictures of sea, sky, plain and mountain.

Probably no other phase of Hawaii is so much a surprise and a delight to the visitor as the tropical fruits, flowers, trees, hedges, and shrubs, which are green the year around, and for many months from May on through the summer, flaming with vari-colored blossoms or leaves. Pink, red and white oleander bushes growing to the proportion of trees cast their fragrance in profusion, and croton hedges which bear no blossom offer leaves with a riot of color beyond comparison with flowers. The bougainvillea, spreads its red and purple vines over entire cottages.

Honolulu

Honolulu, our first port of call in the islands, is a charming spot nestling at the foot of evergreen mountains, its streets and grounds brilliant with hedges of gaudy hibiscus, purple bougainvillea, stately palms and shade trees. Here we shall enjoy an interesting program of sightseeing in the city and make the celebrated Pali drive by automobiles.

The route takes us up the beautiful Nuuanu Avenue, bordered by private gardens famous for their wealth of flowers, up the narrow Nuuanu Valley, the mountains apparently blocking the way. Suddenly, about six miles from the city, we reach the Pali, the precipice 1,600 feet high, over which, in 1795, the Conqueror Kamehameha drove the army of the King of Oahu.

BALI is the most charming and colorful of East Indian Islands. Here native dress and customs are practically unchanged in spite of the white colonists and western ideas.

PANAMA—In the savanas near the present Panama City stand the ruins of old Panama, sacked and burned in 1671 by the great pirate Henry Morgan and his men. Only the tower of the Cathedral resisted the flames, and stands today, a moss covered ruin.

Turning a sharp corner we are on the edge of the precipice protected by a concrete wall, overlooking the northern or windward side of the Island of Oahu. The scene which meets the eye is amazingly beautiful, embracing distant mountain promontories and nearby steeply towering pinnacles, crowded groups of tumbling hills and weirdly formed volcanic cones and pyramids; fields of many greens—the green of sugar-cane, pine-apples, rice, kukui trees, algeroba woods, palm groves, lantana brush, and many other growing denizens of the wondrous far-flung garden.

The program includes a motor drive in and around Honolulu including The Pali, and a visit to Waikiki Beach.

After the stay at Honolulu we set sail for Hilo, on the island of Hawaii, for the excursion to the volcano Kilauea.

Hilo

The city of Hilo is second only to Honolulu in size and importance. It is situated on the slope rising from a crescent-shaped bay, with a fine sand beach, and presents a beautiful sight from the sea, with the palm-fringed Cocoanut Island near the wharf, and with the summits of Mauna Kea and Mauna Loa in the background. The main portion of the city lies between two rivers, Wailoa and Wailuku. South of the Wailoa is the Waiakea suburb, the headquarters of the fishing industry and the water-front suburb, where the principal residential quarter lies.

At four thousand feet above the sea the rim of the great crater of Kilauea is reached, and an unobstructed view obtained of the whole volcano and of the 14,000-foot snow-capped mountains, Mauna Kea and Mauna Loa, the latter being intermittently active and the world's largest volcano. Beneath us we see an enormous pit or sink, nearly eight miles in circumference, with perpendicular walls six hundred feet in height. The floor of this pit, which has an area of 2,750 acres, is filled with a vast sea of solidified lava, twisted and contorted into every shape imaginable, with jets of steam and vapor rising from innumerable cracks and crevices. Almost at the center of the pit is the active throat of the volcano itself, known to the natives as Halemaumau, "the House of Everlasting Fire." In Hawaiian mythology this is the home of Pele, goddess of volcanoes. This throat or inner pit is a mile in circumference and contains at all times a raging sea of molten lava. The view of this vast lake of fire is one of the most astonishing and spectacular sights of the whole cruise.

Los Angeles

CONTINUING on across the Pacific from Hilo, the "Franconia" arrives at San Pedro, the port of Los Angeles. A delightful day will be spent in and around this beautiful city of California, visiting its chief places of interest.

Those who have planned to leave the Cruise Ship at Los Angeles may proceed directly to their destinations by rail, or join the Optional Tours, shown on page 98, which includes a number of the famous Far Western resorts and scenic wonderlands.

The "Franconia" now turns southward to Panama.

The Panama Canal Zone

THE Canal Zone is a strip of land extending five miles on either side of the axis of the Panama Canal, but not including the cities of Colon and Panama, which remain in the Republic of Panama. The American port at the Caribbean entrance to the Canal is Cristobal, at the Pacific entrance, Balboa. To the east of Panama City, in the American territory, is the residential town of Ancon.

It was from a hill on the isthmus that Vasco Nuñez de Balboa, the Spanish adventurer, first saw the Pacific Ocean. The Panama Canal is about fifty miles long, and was built to handle the largest ships afloat. The lock chambers are 1,000 feet long by 110 feet wide and from 50 to 81 feet deep. The main channel varies in width from 300 to 1,000 feet. It cost almost as much in dollars as the Suez Canal cost in francs, and in point of the difficulty of construction far surpasses the older waterway.

The Canal connects the Atlantic and Pacific oceans through the narrow Isthmus of Panama, where also the long Continental Divide, extending from Alaska to the Straits of Magellan, dips to one of its lowest points. In ancient geologic periods there was a natural channel here, but later the land rose, and left the Isthmus as a barrier between the oceans. After centuries of erosion, with the formation of valleys on either side of the central ridge, the distance between shores at the place selected for the Canal was 34 miles; and the low point in the Continental Divide through which Gaillard (Culebra) Cut has been driven was some 305 feet above the level of the sea when the French began their excavation. The highest point on the center line of the Canal was 312 feet above the level of the sea.

MESOPOTAMIA—An old mosque with its pool of sacred fish. Iraq, in former times, the domain of the Kaliph of Baghdad, was the center from which the faith of Mohammed radiated to all parts of the East. The famous city of Baghdad and the ruins of Babylon are visited by the Optional Airplane Tour No. 6.

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IN THE LAP OF THE GOD—A visitor to the Temple of Luxor makes herself at home on the knee of a colossal statue of Rameses II. Luxor, Karnak, and the Valley of the Kings are visited by the Optional Tour No. 8.

An interesting program of sightseeing will be provided, visiting the modern residential and governmental sections of Ancon and Balboa; quaint Panama City and the ruins of Old Panama lying far out on the savannahs. Here may be seen the ruins of the old cathedral and citadel destroyed by the Pirate Morgan when he sacked and burned Panama City hundreds of years ago.

The passage of the Panama Canal by the "Franconia" is arranged to allow sufficient time for an inspection of this great engineering masterpiece by daylight.

Cuba

LEAVING the Canal Zone the "Franconia" sails up the Caribbean Sea, along the historic Spanish Main, where in former days galleons laden with the wealth of Peru and Mexico passed on their way to Spain, and, rounding the western point of Cuba, moves along the picturesque coast to Havana, our last port of call.

Entering the harbor one of the first sights that meets our eyes is Morro Castle, the old fortress that played its romantic rôle in the Spanish-American War, and is still one of the feature attractions of the city. Havana is today one of the gayest and most prosperous cities of the Western Hemisphere, and attracts an enormous number of winter and spring visitors from both the Americas.

Havana combines the quaintness of an old world city with the enchantment of the new. In the older sections the streets are narrow, lined on either side with interesting little shops or picturesque old houses with their great iron studded doors that suggest the romantic days of long ago when this city was a stronghold of the Spanish power in the Western Hemisphere.

In the newer suburbs are wide palm bordered avenues; palatial houses and hotels . . . an air of wealth and fashion.

Our shore program will include both the old and new in Havana; the picturesque and the magnificent. We shall drive through the older quarters, visiting their principal streets and market places; the ancient cathedral and interesting little public squares; then moving out into the new suburbs of Vedado and Marianao, we see the newer Havana.

Cruise Information

The Fares Provide

First-class steamship passage from New York around to New York, with stateroom berth and meals in accordance with the high standard maintained by the Cunard service.

The following expenses and services in connection with the shore excursions and the Inland Excursions are included in the fares for the Cruise:

(1) First-class transportation on railways and river steamers including sleeping accommodation whenever required by the itinerary.

(2) The use of automobiles, carriages, jinrikishas and other conveyances when ordered by the Management.

(3) The charges for tenders and all other expenses for landing and embarkation at the various ports visited.

(4) The services of local guides, interpreters and other authorized assistants.

(5) Meals en route and at the best hotels available.

(6) Fees for sightseeing and "tips" to hotel servants, porters, guides, chauffeurs, jinrikisha men, etc.

(7) Admission to concerts, native dances, banquets, magicians' performances and other entertainments usually provided.

(8) The services of the Cruise Director and a competent staff throughout the Cruise, and of other representatives of the Cunard Line and Thos. Cook & Son at their offices throughout the world.

The Fares Do Not Include

U. S. Government Tax on steamship tickets ($5 per person) which should be added to the cruise fares as published.

Personal items, such as laundry; fees to stewards on the steamer; beverages ordered by the passengers and not ordinarily served by the Cunard Line and by hotels without additional charge; rooms with private baths at hotels; conveyances and guides used by passengers on individual excursions and not ordered by the Management; passports and consular visas; any head tax on non-citizens entering the United States; baggage insurance.

Passports

Passengers must obtain passports according to nationality. Married couples and minor children may travel on one passport. Most foreign countries still require passports to be visaed at their Consulates here before departure. Full information regarding passports and visas will be forwarded to each passenger at suitable time before sailing, and every assistance rendered by our representative in completing the necessary details.

Baggage Regulations

The members of the Cruise are not limited as to amount or weight of personal baggage on the steamer. Large trunks and other luggage not regularly needed, or which cannot be conveniently accommodated in the staterooms, may be placed in the baggage-room, which will be accessible throughout the Cruise. On shore excursions baggage will be limited to suitcases, handbags and other portable luggage. Travelers are strongly advised to insure their baggage. Full particulars on application.

Miscellaneous Items

Seats in the dining-room are assigned by the Dining-Room Steward; location of steamer chairs by the Deck Steward.

A competent photographer will have a laboratory on board for developing and printing films.

An experienced physician will be available throughout the Cruise. He is authorized to make customary charges, subject to the approval of the Commander, for treating passengers at their request.

A competent surgeon-dentist will be in attendance, and his office will be equipped with modern appliances for dental work. This gentleman will also be entitled to his fees for professional service.

Shops for shaving, hair-dressing and manicuring will be operated, with a special service for ladies.

The "Franconia" carries a tailor who is fully equipped to clean, press, mend and alter clothing.

Staterooms are equipped with electric fans and reading lamps; inside rooms with forced ventilation.

A steamer chair for use throughout the Cruise will be provided for every passenger free of charge. Application for location should be made to the deck steward on day of sailing. Steamer rugs may be rented on board from the steward.

Clothing Suggestions

During much of the "Franconia" World Cruise, medium-weight clothing, such as is usually provided for ocean voyages and motor drives in springtime at home, will be found comfortable. A good supply of lightweight summer clothing and Palm Beach suits will be desirable. A heavy coat or wrap should be provided for occasional cool evenings at sea. The supply of clothing should be adequate, but may be replenished at most of the ports of call throughout the Cruise. Shoes, rubbers, sweaters and raincoats should be taken from home. A sun helmet will be desirable but it can best be secured en route. Those wearing glasses should take extra lenses. Passengers will be expected to dress mainly for comfort, but they should be prepared for semi-dress occasions. For gentlemen it will be found that dinner-jackets meet all ordinary requirements while traveling, full dress being essential only for official functions. The "Franconia" carries a well-equipped laundry.

Customs Regulations

There will be little need for Cruise members to concern themselves with customs problems until the "Franconia" returns to America.

American citizens are allowed to bring in free of duty personal articles purchased abroad to the value of $100; however each and every article must be listed and its full value stated.

This $100 allowance does not include articles intended as gifts but only such things as may be reasonably supposed to have been purchased for the personal use of the passenger.

Certain articles—notably sealskins and jewelry of great value—should not be taken on the Cruise without securing from the proper United States Customs authorities a certificate which will prove that they were taken from the United States and not purchased abroad.

Travelers' Cheques

Travelers are recommended to carry their funds in Travelers' Cheques, which may be cashed on board, and are accepted at hotels, banks, etc. They are issued in dollars in denominations of $10, $20, $50 and $100 or in pounds sterling in denominations of £5, £10 and £20.

Travelers' Cheques may be obtained at any of the offices of the Cunard Line or Thos. Cook & Son in the United States or Canada, or arrangements may be made for them to be sent by registered mail to the purchaser.

Letters of credit are issued available all over the world, either against the deposit of cash or satisfactory guarantee of repayment of all drafts drawn. Terms will be forwarded upon application.

Messages to Friends at Home

On the arrival of the "Franconia" at each port throughout the Cruise a special cable will be forwarded to the head offices of the Cunard Line and Thos. Cook & Son, in New York, and an immediate report will be sent out to relatives and friends of Cruise members. Names and addresses of persons to be so notified should be sent to the Cunard Line or Thos. Cook & Son.

Sailing Day

The "Franconia" is scheduled to sail at noon on Saturday, January 11, from the Cunard piers at the foot of West 14th Street, North River. All baggage except that which the passenger takes on board himself should be sent to the pier not later than January 10. Such baggage should be securely tagged and plainly labeled. Tags should contain the name of the ship, the name of the passenger, and the number of the stateroom in which it is to be placed. In view of the usual excitement and the many details of leave-taking on sailing days, passengers should plan to reach the pier at least two hours in advance of the hour of sailing. Friends and relatives of Cruise members will be permitted to go on board the "Franconia" on sailing day without passes being required. All passports which have been forwarded to the offices of the Cunard Line or Thos. Cook & Son, in order that visas may be secured, will be placed on board the "Franconia."

It is well to bear in mind that steamer trunks not over 13 inches high can be conveniently placed under the stateroom beds.

Hotel Accommodations in New York

Cruise members not residing in New York City who wish to take advantage of the opportunity to visit the metropolis prior to the sailing of the "Franconia" may secure hotel accommodations and transportation tickets through any of the offices of the Cunard Line or Thos. Cook & Son.

Sailing Permit

It is no longer necessary for an American to have a sailing permit. An alien must, however, obtain such from the Collector of Internal Revenue, and it is issued only when the requirements of the Income Tax Laws have been complied with.

General Conditions

The S. S. "Franconia" sails under the command and control of the Cunard Steamship Company, Limited, and passengers are subject to the rules and regulations of that company and to the terms of the ticket for ocean carriage issued by that company.

The Cunard Line and/or Thos. Cook & Son and/or Thos. Cook & Son, Ltd., give notice that all tickets and coupons are issued by them, and all arrangements for transportation or conveyance or for hotel accommodation are made by them as agents only upon the express condition that they shall not be liable for any injury, damage, loss, accident, delay or irregularity which may be occasioned either by reason of defect in any steamship, train, automobile, carriage or other conveyance or facility used in the carrying out of the Cruise or the Shore Excursions, or through the acts or defaults of any company or person engaged in conveying the passenger, or any hotel proprietor or servant, or of any other person engaged in carrying out the arrangements of the Cruise or the Shore Excursions, or otherwise in connection therewith.

The Cunard Line and/or Thos. Cook & Son and/or Thos. Cook & Son, Ltd., accept no responsibility for losses or additional expenses caused by any alterations in the itinerary of the Cruise due to any cause, or delays or changes in any train or steamer services, sickness, weather, strikes, war, quarantine, or other causes, and all such losses or expenses shall be borne by the passenger.

No refund can be made in case of passengers wishing to omit any of the Shore Excursions.

The Cunard Line and/or Thos. Cook & Son and/or Thos. Cook & Son, Ltd., act as agents only in arranging for the transportation of baggage. Such transportation is at the passenger's own risk, and all baggage should be insured. Overcoats, coats, umbrellas, cameras, small handbags and traveling rugs remain at all times under the passenger's control.

The fares charged for the Cruise and Excursions provide for accommodations only for the time stated in the Cruise book. The right is reserved to withdraw the Cruise, and it is agreed that the commander of the "Franconia" and the Cruise management on board the steamship have the right from time to time to change the itinerary whenever conditions in their opinion render it necessary; also to decline to accept or retain any person as a member of the Cruise at any time.

Optional Tours

THE programs of included shore excursions at each port are comprehensive and complete. The following Optional Tours have been arranged to meet the wishes of members who desire to leave the ship for a while and travel overland, or to visit certain places where only a limited number can be accommodated.

Where the Optional Tours overlap the included excursions, due allowance has been made in the cost. There can be no reduction in cost for children joining any of the optional excursions. Bookings will be made in the order of application and refunds can only be allowed if cancellation is made prior to December 16th. Thereafter refund can only be made if the membership is resold. Membership in each Tour is limited. The right is reserved to withdraw any Optional Tour owing to insufficient bookings or for any other cause.

Optional Tour No. 1

Grande Corniche, Nice, Grasse — **Saturday, January 25**

Whole day motor drive from Monaco visiting Monte Carlo, La Turbie, Grand Corniche, Nice, Port de Loup (where lunch will be served) to Grasse. At Grasse an inspection will be made of one of the perfumery factories for which the town is famous.

The return journey from Nice is by the lower Corniche Road through Beaulieu and Villefranche.

Inclusive extra fare, $5.

Optional Tour No. 2

Pompeii, Amalfi, Sorrento — **Monday, January 27**

Whole day motor drive from Naples visiting the excavations at Pompeii, and the picturesque town of Amalfi, where lunch is served at the Cappuccini Hotel; thence along the Cliff Road to Sorrento, returning to Naples to rejoin the "Franconia."

Inclusive extra fare, $15.

Optional Tour No. 3

Vesuvius and Pompeii — **Monday, January 27**

Whole day excursion from Naples by train to Pugliano, thence via electric line and Funicular Railway to the Summit of Vesuvius. Opportunity will be afforded for inspection of the crater and glimpse into its abysmal depths. After lunch at the Hermitage Hotel the party returns by train to Pugliano, thence to Pompeii where an inspection will be made of both the Old and New Excavations. The return to the "Franconia" is by train in good time before sailing.

Inclusive extra fare, $6.

Optional Tour No. 4

Jericho, Dead Sea and River Jordan — **Saturday, February 1**

Half day motor drive from Jerusalem to Gethsemane, Bethany, Jericho, The Dead Sea and the River Jordan.

Inclusive extra fare, $9. **(See Map on Page 89)**

Optional Tour No. 5

Haifa, Nazareth, Tiberias, Sea of Galilee, Nablus, Jerusalem, Cairo — **Friday, January 31 to Thursday, February 6**

Debark at Haifa and drive by motor to Nazareth. Among the most interesting places are the Virgin's Well, the Latin Monastery and the Church of the Annunciation. Here also is the Chapel of St. Joseph and the workshop of St. Joseph. The drive is continued on to Tiberias, through Cana of Galilee, obtaining a splendid view of the Mount of Beatitudes. The night is spent at Tiberias. On Saturday leave Tiberias by motor, crossing the historic Plain of Jezreel, through Nablus to Jerusalem.

Sunday is spent in and around Jerusalem including Bethlehem, the Church of the Holy Sepulchre, the Mosque of Omar, etc. Monday by train to Cairo.

Tuesday and Wednesday are spent in Cairo, where a full program of sightseeing will be provided. The party will leave by special train for Suez on Thursday.

Inclusive extra fare, $30. **(See Map on Page 89)**

By Airplane Across the Holy Land and the Arabian Desert

In the following two Optional Tours we again offer an opportunity to visit the romantic cities of Petra, Baghdad and Babylon. Necessarily the time spent in Jerusalem and Cairo is somewhat curtailed, but special arrangements have been made to concentrate in the available time the salient features of these two cities. Optional Tours Nos. 6 and 7 are offered subject to a minimum booking of ten passengers each.

Optional Tour No. 6

Haifa, Jerusalem, Baghdad, Babylon, Birs Nimrud (Tower of Babel), Cairo — **Friday, January 31 to Thursday, February 6**

On Friday leave Haifa by special train for Jerusalem, visiting Bethlehem, the Church of the Holy Sepulchre, and other points during the afternoon. On Saturday the party will take off from the airdrome at Kalendia (Jerusalem) for Baghdad, passing over the fertile Valley of the Jordan and the Arabian Desert. The following two days are spent visiting the Bazaars and other points of interest of Baghdad and motoring to the ruins of Babylon and Birs Nimrud (the reputed Tower of Babel), returning via Hilla and the Hindiya Barrage, which crosses the River Euphrates.

On Tuesday the plane returns from Baghdad to Cairo, arriving at the Heliopolis Aerodrome during the afternoon. A program of sightseeing will be provided on Wednesday in Cairo and on Thursday the party will proceed to Suez by special train and rejoin the "Franconia."

Inclusive extra fare, $400. **(See Map on Page 89)**

Optional Tour No. 7

Haifa, Jerusalem, Petra, Cairo — **Friday, January 31 to Thursday, February 6**

On Friday leave Haifa by special train for Jerusalem, visiting Bethlehem, the Church of the Holy Sepulchre, etc., during the afternoon. On Saturday the party will take off from the aerodrome at Kalendia (Jerusalem) for Ma'an, flying over the Wilderness of Judea and the waters of the Dead Sea that cover the site of Sodom and Gomorrah; over the Mountains of Moab and the Land of Idumea. Lunch will be served at Ma'an and the journey continued by motor cars to Ain Musa (the Fountain of Moses). From Ain Musa ride about two hours on horseback to Petra. Sunday will be spent at Petra.

Petra is one of the most mysterious of Eastern cities. It lies in a natural amphitheatre three miles in circumference, surrounded on all sides by mountains of most fantastic shape. Ruins everywhere litter the site of the ancient city on both sides of the stream.

On Monday the journey by horseback and motor car to Ma'an is retraced. Lunch is served at Ma'an and thereafter the party returns by air to Cairo, arriving at the Heliopolis Airdrome during the afternoon. A full program of sightseeing is included on Tuesday and Wednesday in Cairo and the "Franconia" is rejoined at Suez by special train from Cairo on Thursday.

Inclusive extra fare, $300. **(See Map on Page 89)**

Optional Tour No. 8

Up the Nile, Luxor, Karnak, Thebes, The Valley of Kings — **Monday, February 3 to Thursday, February 6**

Monday and Tuesday are devoted to sightseeing in Cairo, and on Tuesday evening the special train leaves for Luxor. Sleeping cars are provided and dinner served in the dining car.

After an early breakfast on the train on Wednesday the river is crossed by small boats to the western bank, where donkeys and carriages will be waiting to visit the Temple of Kurna and the Tombs of the Kings, etc. The principal Tombs are readily accessible and are lighted by electricity. The Terrace Temple of Queen Hatasu is visited and the party goes over the Libyan Chain, commanding a glorious view of the Nile Valley. Lunch is served in the "Chalet Hatasu," a rest house erected by Thos. Cook & Son expressly for the use of travelers under their arrangements. On the return journey visit the Rameseum, the temple of Rameses the Great, the temples of Deir-el-Medina (the judgment hall of Osiris) and Medinet-Haboo, and the Tomb of Queen Nefertari, passing the famous Colossi of Memnon. The afternoon is devoted to the Temple of Luxor and the wonderful Temples of Karnak.

Dinner and breakfast are served on the special train en route to Cairo and on arrival there on Thursday morning the party transfers to the special boat train for Suez where the Cruise is rejoined.

Inclusive extra fare, $85. **(See Map on Page 89)**

India

There will be four special trains in Northern India covering the included visits to Benares, Delhi, Agra and Fatehpur-Sikri. Optional Tour No. 9 is an extension of No. 1 train, to visit Jaipur (Rajputana). Optional Tour No. 10 is an extension of No. 2 train to travel through Southern India, visiting Madras and the famous Hindu Temples of Madura.

Optional Tour No. 11 is an overland tour giving the opportunity of visiting Lucknow, Calcutta, Darjeeling and Mandalay, in addition to Agra, Fatehpur-Sikri, Delhi and Benares but necessarily omitting Ceylon.

Optional Tour No. 9

Extension to Jaipur (Rajputana) and the Deserted City of Amber — **Tuesday, February 18**

Jaipur is the capital of the territory of the Maharajah of Jaipur. It has been called the "City of Pink Stucco," all its buildings being painted a mauve pink which gives it an air of the stage rather than of reality. The broad streets laid out after the American pattern are full of gay crowds, ox-carts, two-wheeled "ekkas," camels and elephants—a never-ending Oriental procession. The Palace of the Maharajah, the wonderful Zoological Gardens, and the Museum are among the places to be visited. But the stellar attraction of Jaipur is the deserted capital of Amber, five miles distant. Through the courtesy of the Maharajah the journey to this city is made on elephants. Up to 1728 Amber was a capital of the State of Jaipur; since that date it has remained a deserted, half-ruined city, with monkeys sporting in its streets and in the courts of its splendid palaces.

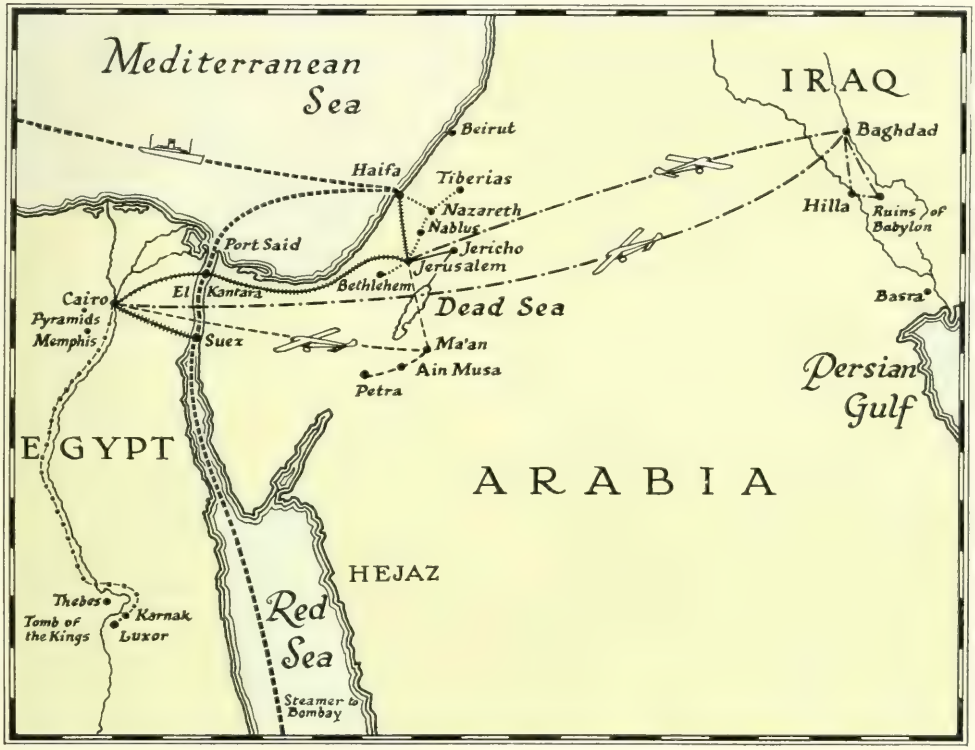
The magnificent Palace of Amber is a grand pile picturesquely situated on the precipitous banks of a little lake. In marble carving, inlaid and crystal decoration, and magnificent adornment, this lovely but deserted Palace has few rivals in India.

Members of the Cruise taking this extension will travel by special train from Delhi, spend the next day at Jaipur and Amber, and rejoin the Indian Included Excursion the following morning at Agra.

The extension is entirely additional to the included excursions in India and permits the sightseeing arrangements at Delhi and Agra to remain intact.

Inclusive extra fare, $50. **(See Map on Page 90)**

Map Showing the Included and Optional Tours in Palestine, Iraq and Egypt



Route of the cruise ship

Route of the included inland tours

Route of Optional Dead Sea Tour No. 4

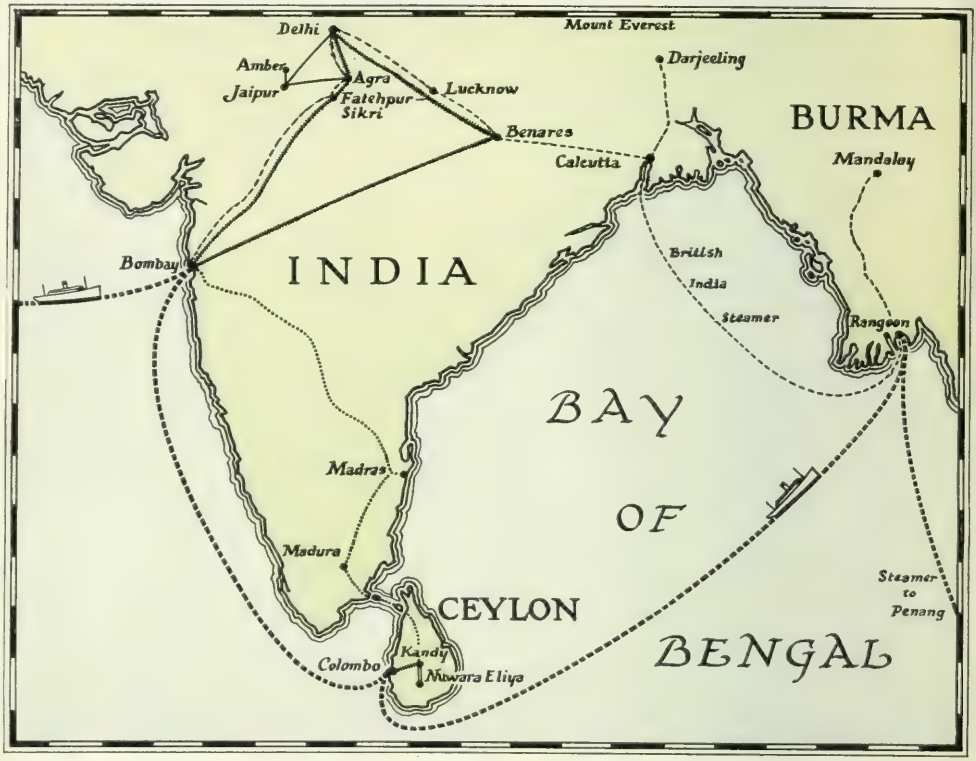
Route of Optional Palestine Tour No. 5

Route of Optional Baghdad Airplane Tour No. 6

Route of Optional Petra Airplane Tour No. 7

Route of Optional Luxor Tour No. 8

Map Showing the Included and Optional Tours in India, Ceylon and Burma



Route of the cruise ship

Route of the included inland tours

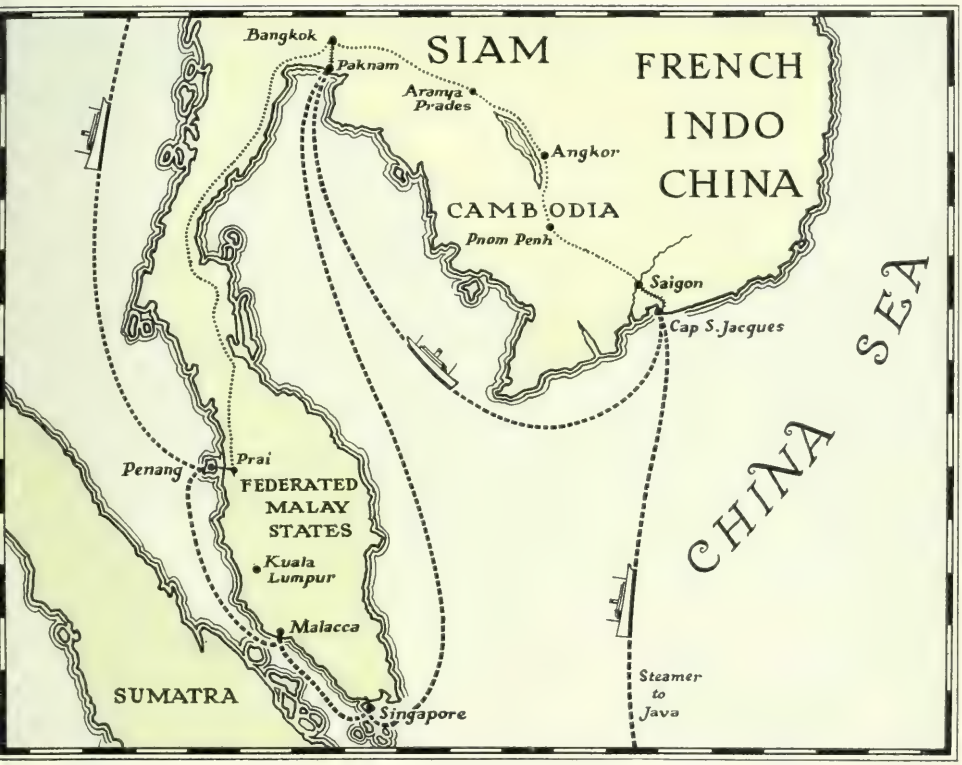
Route of Optional Jaipur Extension No. 9

Route of Optional Southern India Tour No. 10

Route of Optional India and Burma Overland Tour No. 11

Route of Optional Ceylon Extension No. 12

Map Showing the Included and Optional Tours in Malaya, Siam and Indo-China



Route of the cruise ship

Route of the included inland tours

Route of Optional Overland Tour of Malay States, Siam and Cambodia No. 14

Map Showing the Included and Optional Tours in The Dutch East Indies

Route of the cruise ship

Route of the included inland tours

Route of Optional Overland Java Tour No. 15

Route of Optional Bali Tour No. 16

Optional Tour No. 10

Bombay, Madras, South India, Madura, Kandy and Colombo — **Thursday, February 20 to Wednesday, February 26**

No. 2 Northern India Train (included) returns to Bombay on Thursday, February 20th, and after providing for the full program of sightseeing at Bombay members of Optional Tour No. 10 will leave for Madras by the magnificent mail train of the Great Indian Peninsular Railway.

Saturday is spent in Madras, one of the first settlements of the East India Company and the stronghold of missionary effort among the Hindus. The day will be devoted to sightseeing. The night mail train takes the party to Madura, the center of primitive Hinduism in the south. Sunday is spent in Madura, visiting the Great Temple, the Hall of a Thousand Pillars, and other points.

Crossing on Monday from Dhanushkodi to Talaimannar via "Adams Bridge," the party arrives in Colombo on Tuesday morning and joins the Cruise for the shore programs in Colombo, Mt. Lavinia, Kandy and Peradeniya.

Members of Optional Tour No. 11 receive the full programs of sightseeing in Bombay, Benares, Delhi, Fatehpur-Sikri and Agra.

Inclusive extra fare, $150. **(See Map on Page 90)**

Optional Tour No. 11

Bombay, Agra, Fatehpur-Sikri, Delhi, Lucknow, Benares, Calcutta, Darjeeling, Mandalay, Rangoon — **Friday, February 14 to Sunday, March 2**

After completing the full program of Bombay sightseeing, members of this Tour will visit Agra, the Taj Mahal and Sikandra, Fatehpur-Sikri, Delhi and Benares. These towns are included in the Cruise fares and are described in the preceding pages. A full program of sightseeing is given in each city. Between Delhi and Benares the journey is broken at Lucknow, the capital of the United Provinces of Agra and Oudh. The party visits the Palaces and Mosques, the Great Imambara and the "Residency" of undying Mutiny memory. The Defence of Lucknow is epitomized in the "Residency" and a flag has floated above the Tower day and night since April, 1857.

From Benares the party, instead of returning to Bombay, continues to Calcutta, the City of Palaces, and former capital of India. It is a wonderful ride on the "toy" railway up to Darjeeling, on the "Roof of the World," followed by an expedition by ricksha, "dandy" or pony to Tiger Hill to see the sun rise on Mount Everest and the Kinchinjanga Range. The view of the rising sun on the white snows of the mighty Himalayas, coral pink with the dawn, is alone worth the journey across India.

Returning to Calcutta, the party takes the British India steamer on February 25th for Rangoon and the "Road to Mandalay." An interesting day will be spent in Mandalay, visiting the Palace, the Pagodas, the Queens Golden Monastery and the Bazaars. A full program of sightseeing in Rangoon, including the Shwe Dagon and Sule Pagodas and the "elephants" is given. The "Franconia" is rejoined here and sails on March 2nd for Penang.

Inclusive extra fare, $325. **(See Map on Page 90)**

Optional Tour No. 12

Nuwara Eliya and Kandy — **Tuesday, February 25 and Wednesday, February 26**

To those who have already visited the City of Colombo the motor drive to Nuwara Eliya and Kandy is recommended.

Leaving Colombo the road runs through the Ginigathena Pass to Nuwara Eliya thence to Kandy by the way of Ramboda Pass. It is optional whether the night is spent at Nuwara Eliya or Kandy, but this option must be exercised at the time of booking or at the latest before the "Franconia" leaves Bombay on February 22nd.

At Nuwara Eliya we shall drive in the township and vicinity including Hakgalla Gardens and Moon Plains and at Kandy we shall see the principal points of interest including the famous Temple of the Tooth, Katugastota (to see the elephants bathe), Peradeniya, etc.

The return journey from Kandy is via Kadugannawa Pass to Colombo in good time before the "Franconia" sails for Rangoon.

Inclusive fare, 2 persons per auto $26 each; 3 persons per auto $20 each; 4 persons per auto $16 each. **(See Map on Page 90)**

Offices of Thos. Cook & Son En Route of the Optional Tours

NAPLES.. Galleria Vittoria, Via Chiatamone N. 4	BOMBAY..Cook's Bldg., Hornby Road Taj Mahal Hotel
HAIFA...Allenby Street	CALCUTTA.4 Dalhousie Square, East
JERUSALEM David Street	MADRAS...1–35 Mount Road
BAGHDAD.New Street (Opposite Maude Bridge)	RANGOON..Phayre Street
CAIRO....Near Shepheard's Hotel	COLOMBO..Lloyd's Bldg., Prince Street
LUXOR...Near Winter Palace Hotel	SINGAPORE.39 Robinson Road
DELHI.....4 Kashmir Gate	KOBE.....Oriental Hotel
	YOKOHAMA. Grand Hotel

Optional Tour No. 14

Penang, Bangkok, Angkor, Pnom Penh, Saigon, Cap S. Jacques — **Wednesday, March 5 to Friday, March 14**

Wednesday is spent in Penang, and that evening the party leaves by special mail train passing through the jungles of Malaya and Siam en route for Bangkok. Restaurant and sleeping cars are attached to this train and the journey through the "Land of the White Elephant" is comfortable and full of unique interest.

Two full days are spent in Bangkok, visiting the King's Palace and the Throne Hall. The enormous reclining Buddha, the many beautiful and unique Wats (temples), Lantern Lane, Bridge of Stores, and a launch trip to the floating markets and through the picturesque klongs (canals) will prove of great interest. On Saturday a special train will convey the party to the Cambodian border where motor cars will be in waiting for the journey to Angkor which is reached in time for lunch on Sunday.

Angkor is famous for the ruins of the city of Angkor Thom and its Temples, a relic of ancient Khmer civilization. The city was commenced about 860 A.D. by the Khmers and abandoned in the fifteenth century. The jungle completely swallowed the city and its very existence was a mere matter of legend until it was rediscovered about thirty years ago, and the jungle cleared away by the French Government. A full program of sightseeing is given at Angkor and on Wednesday we motor to Pnom Penh, the capital of Cambodia, visiting the Palace of the Kings and other places of interest.

On Thursday the journey is continued into Cochin-China to Saigon, the capital, where the night is spent. After visiting the principal points of interest at Saigon, Cap S. Jacques is reached by motor and the "Franconia" is rejoined on Friday.

Inclusive extra fare, $350. **(See Map Page 91)**

Optional Tour No. 15

Tandjong-Priok, Batavia, Weltevreden, Buitenzorg, Bandoeng, Garoet, Tjipanas, Djockjakarta, Boroboedoer, Surabaya, Pasuruan — **Tuesday, March 18 to Friday, March 21**

From Tandjong-Priok the party motors to Batavia and Weltevreden, visiting the principal points of interest before leaving by motor for Buitenzorg and Bandoeng where Tuesday night is spent. On Wednesday the automobile drive is resumed to Garoet. After lunch there will be drives to the Hot Springs of Tjipanas and the Lakes of Leles and Bagendit. On Thursday a special train will convey the party to Djockjakarta which is reached at mid-day. After lunch, drive to Mendoet Temples and Boroboedoer.

Of all the Buddhistic remains in Java, the Tjandi Boroboedoer is the most famous. It dates from the eighth or ninth century and is built of volcanic stone over a huge mound. A native Wayong-Wong (costume play) will be presented at the Hotel at Djockjakarta and on Friday the party leaves by special train for Surabaya where the principal points of interest are seen by motor before rejoining the "Franconia" at Pasuruan.

Inclusive extra fare, $80. **(See Map Page 92)**

Optional Tour No. 16

The Island of Bali, Padang Baai, Kloengkoeng, Gianjar, Den Pasar — **Friday, March 21 to Sunday, March 23**

A well known writer has remarked "There is a saying that when you have once been to Bali you will certainly go back again, so powerful is its charm."

It is quite impossible to bring a vessel of the size of the "Franconia" near enough to the Island to land passengers, but special arrangements have been made to convey a limited number of passengers from Surabaya to Bali and to rejoin the "Franconia" at Mascassar. This steamer exclusively chartered from the Royal Packet Navigation Company will leave on Friday afternoon or early evening, after the day's sightseeing at Pasuruan and Surabaya.

On Saturday morning passengers are landed at Padang Baai, on the southern coast of Bali, where motor cars will be waiting to convey them across the Island visiting Kloengkoeng, the center of the wood-carving, and gold and silver industries—the Temple of Gelgel and Gunung Kawi, the abandoned Buddhist rock-convent near Tampak Siring with its monumental Royal Tombs.

There will be a festive reception by the Native Prince and a Balinese theatrical performance and native dances.

Lunch will be served at the recently completed new hotel at Den Pasar, after which the drive will be continued over the mountain road to Penelokan and Kintamani where there are marvellous panoramas of the surrounding country including Lake Batoer at the foot of the still active volcano Batoer.

The highest point of the mountain road is reached at Koeta Dalem when the route descends to the famous Beach Temple of Sangsit. This is the largest and most richly adorned Temple in the island. We view the Temple and the drive continues to Singaradja, the Capital of both Bali and the adjacent Island of Lombok. After viewing the town and visiting the Poera Dalem (local offering place) the overland tour ends at the port of Boeleleng. Here the Dutch steamer is rejoined and proceeds to meet the "Franconia" at Macassar the following day.

Inclusive extra fare. $125. **(See Map on Page 92)**

Optional Tour No. 17

Macao — **Wednesday, April 2**

Macao is forty miles from Hongkong, across the estuary of the Canton River and a visit to the "Monte Carlo of the Orient" is a delightful experience. There will be a tour of the city by jinriksha, visiting a tobacco factory, a typical wealthy Chinese residence and gardens and the famous Fantan Houses. Also a visit to the Grotto of Camoens.

Inclusive extra fare, $12.

Optional Tour No. 18

Kobe, Nara, Kyoto, Miyanoshita, Tokyo, Nikko, Kamakura, Yokohama — **Friday, April 18 to Sunday, April 27**

The party visits the principal points of interest at Kobe, Nara and Kyoto with the other members of the Cruise. From Kyoto the night express train with sleeping cars attached will be taken on Sunday for Miyanoshita. Monday and Tuesday are spent at Miyanoshita, a charming mountain resort (1,377 feet) noted for its scenery, cherry trees, invigorating climate and splendid views of Mt. Fuji. Hakone will be visited by motor to see the famous reflection of Fuji in the Lake. There are many charming walks and drives in the neighborhood of which the Maiden's Pass and the Nagoa Pass are the best known.

Wednesday is spent at Tokyo, the modern capital of the Japanese Empire. A full program of sightseeing is given at Tokyo and the journey continued on Thursday to Nikko to view the gorgeous Shrines and Temples, the Cryptomeria Avenue, etc.

On Sunday motor in and around Yokohama and to Kamakura, rejoining the "Franconia" that afternoon.

Inclusive extra fare, $75.

The Optional Fares Include

(1) First class transportation with sleeping accommodation whenever required by the itinerary.

(2) The use of motor cars, carriages, jinrikishas and other conveyances when ordered by the Management.

(3) The services of local guides, interpreters and other authorized assistants.

(4) Meals en route and at the best hotels available. Hotel accommodation, as required, at the best hotels available. (Private baths, if required, and available, are at extra cost.)

(5) Fees for sightseeing and admission to temples, public buildings, etc., and gratuities to hotel servants, porters, guides, chauffeurs, coolies, etc.

(6) The services of competent Tour Managers and of other representatives of Thos. Cook & Son at the firm's offices en route.

The Optional Fares Do Not Include

Personal items, such as laundry or beverages ordered by members and not ordinarily served by hotels or in restaurant cars without additional charge; conveyances and guides used by passengers on excursions not ordered by the Tour Manager; consular vises, baggage insurance.

Optional Routes Homeward

Route A

From Japan via the Trans-Siberian Railway Manchuria, Moscow, Warsaw, Berlin

In view of the wonderful success of one of the exclusive features of the "Franconia" Cruise of 1929, we have again made special arrangements for a limited number of members who so desire to return home from Yokohama via Manchuria and the Trans-Siberian Railway to Moscow, thence across Europe. The party will be escorted by an experienced member of Thos. Cook & Son's staff as far as Berlin. From Berlin there are daily trains to all parts of Europe, and we can arrange itineraries to meet individual requirements. The extra cost from Yokohama via Miyanoshita, Shimonoseki, Harbin, Moscow, thence via Warsaw to Berlin, providing for railway and sleeping car tickets, all meals, transfers, sightseeing drives, etc., and the services of our representative is $650 in addition to the Full Cruise Fare. Allowance has been made for the unused section of the Cruise from Yokohama. Complete Itinerary sent on request.

Early notification is very necessary as the sleeping accommodations are limited. The fare does not include the cost of consular vises. The extra fare includes a return passage order by any Cunard or Anchor Line steamer from Europe to New York. These return passage orders will provide accommodation equal in value to that occupied on the "Franconia" during the Cruise (based on the published fares for winter season passages between Liverpool and New York), and will entitle the holder to return from Southampton, Cherbourg, Liverpool or Glasgow until July 31, 1930. Such tickets, if used on later sailings during the heavy westbound travel season, will be subject to a surcharge—particulars on request. Return tickets are valid on steamships of the Cunard and Anchor Lines only.

Routes B and C

The following Trans-Continental Escorted Tours are suggested to passengers who leave the "Franconia" at Los Angeles on May 13.

ROUTE B—Thursday, May 15 to Saturday, May 31

From Los Angeles to the Grand Canyon of Arizona, thence Albuquerque, Santa Fe, the Indian Detour by motor, Denver, Colorado Springs, Pikes Peak, Chicago, Washington, Philadelphia and New York. (Arrive New York, May 28. Hotel accommodation in New York until Saturday, May 31.)

Inclusive extra fare, $450 in addition to the Full Cruise Fare.

ROUTE C—Thursday, May 15 to Sunday, June 8

From Los Angeles by parlor car for three days' motor trip to San Francisco via Santa Barbara and Del Monte (Big Trees); thence to Yosemite National Park, Portland, Seattle, Victoria, Vancouver, over the Canadian Rockies, stopping off at Lake Louise and Banff; Toronto; steamer across Lake Erie to Niagara Falls; thence train to New York. (Hotel accommodation in New York from Saturday, June 7, to Tuesday afternoon, June 10.)

Inclusive extra fare, $650 in addition to the Full Cruise Fare.

Offices of Thos. Cook & Son
En Route

GIBRALTAR	56 Main Street
ALGIERS	61 Rue d'Isly 280 Rue Michelet
NICE	13 Promenade des Anglais
MONTE CARLO	Credit Lyonnais, Avenue des Beaux Arts
MENTONE	22 Avenue Felix Faure
NAPLES	Galleria Vittoria, Via Chiatamone, N. 4
HAIFA	Allenby Street
JERUSALEM	David Street
BAGHDAD	New Street (opposite Maude Bridge)
CAIRO	Near Shepheard's Hotel
LUXOR	Near Winter Palace Hotel
BOMBAY	Cook's Building, Hornby Road Taj Mahal Hotel
DELHI	4 Kashmir Gate
CALCUTTA	4 Dalhousie Square, East
MADRAS	1–35 Mount Road
COLOMBO	Lloyds Bldg., Prince Street
RANGOON	Phayre Street
SINGAPORE	39 Robinson Road
HONGKONG	12 Pedder Street
SHANGHAI	15 The Bund
PEKING	Grand Hotel de Pekin
KOBE	Oriental Hotel
YOKOHAMA	Grand Hotel
LOS ANGELES	623 South Grand Avenue

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